

Finding the North Pole Cook ^{by} and Peary

APR. 21ST
1908

APR. 6TH
1909



Introduction by Admiral Melville



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REAR ADMIRAL GEORGE W. MELVILLE, U. S. N. (Retired).

The survivor of three Arctic expeditions, who was given a gold medal by Congress for his distinguished services. He was a member of the De Long Expedition, and when the "Jeannette" was crushed in the ice, marched with part of the crew to the coast of Siberia at the mouth of the Lena River. He led an expedition to search for De Long and found the relics of the ill-fated leader. Admiral Melville is one of the most experienced Arctic explorers and is an authority of the first rank on the subject of Arctic travel.

FINDING THE NORTH POLE

DR. COOK'S OWN STORY
OF HIS DISCOVERY, APRIL 21, 1908
THE STORY OF COMMANDER PEARY'S
DISCOVERY, APRIL 6, 1909

— TOGETHER WITH —
THE MARVELOUS RECORD OF
FORMER ARCTIC EXPEDITIONS

EDITED BY
CHARLES MORRIS

Member of the Geographical Society of Philadelphia

WITH AN INTRODUCTION BY
GEORGE W. MELVILLE

REAR ADMIRAL U. S. NAVY, RETIRED

The Survivor of Three Arctic Expeditions who
Recovered the Records of the Jeannette Expedition,
and also the Remains of De Long and his Companions
and was Given a Gold Medal by Congress for his
Distinguished Services

ILLUSTRATED

PERCIVAL SUPPLY CO.,
PHILADELPHIA, PA.

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Tip this in your Prospectus in Front of Table of Contents

The Complete Work Contains Nearly 100 Illustrations

THE ILLUSTRATIONS IN THIS WORK DESERVE MORE THAN PASSING NOTICE AS THEY ARE ALL AUTHORITATIVE PHOTOGRAPHS. Besides the photographs shown in this prospectus which illustrate the successful expeditions of Dr. Cook and Commander Peary, there will be photographs showing the **WONDERFUL RECEPTIONS TENDERED THESE INTREPID EXPLORERS BY THEIR ENTHUSIASTIC AND PATRIOTIC COUNTRYMEN**

The **FOLLOWING ILLUSTRATIONS** depict the **DANGERS** and **HARDSHIP OF ARCTIC EXPLORATION** and the **SUFFERING** and **DISASTER** of the expeditions that preceded Dr. Cook's and Commander Peary's and paved the way to their success. In the complete book, the story of these expeditions and the illustrations which accompany it, makes one realize the full measure of the hazardous undertakings of Cook and Peary and adds to the glory of their achievement. **READ THE DESCRIPTIONS UNDER THESE ILLUSTRATIONS.**

THESE ILLUSTRATIONS IN CONNECTION WITH ADMIRAL MELVILLE'S NAME GIVE THIS WORK THE STAMP OF AUTHORITY

WARNING Unscrupulous publishers are trying to sell old books containing old-fashioned Wood Cuts and "Faked" Photographs, by adding a few pages of Cook and Peary matter copied from the newspapers. We caution the public against these deceptive works.

You have the assurance that "Finding the North Pole" is an authoritative work, by its Distinguished Authorship



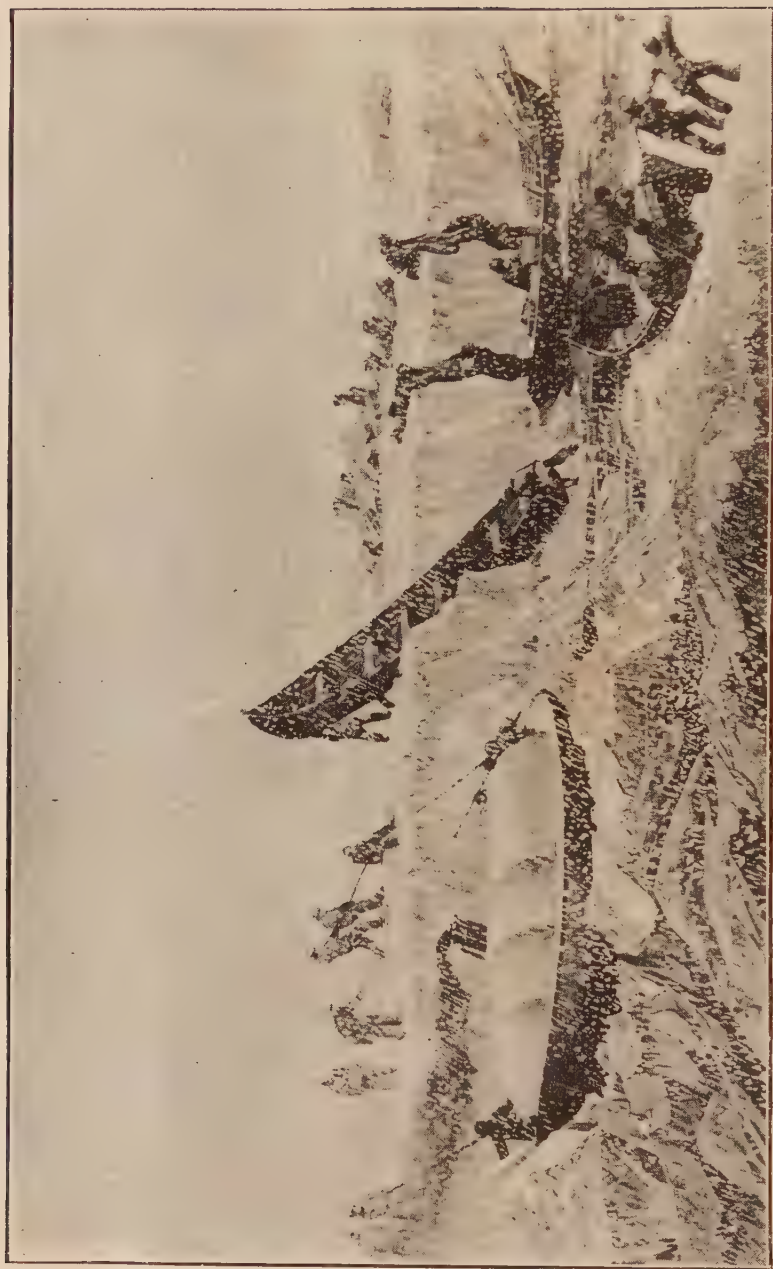
MACCLINTOCK FINDING SKELETONS OF SIR JOHN FRANKLIN'S MEN

Sir John Franklin's party, numbering one hundred and thirty-five souls, perished on Franklin's third expedition of 1845-47. Captain MacClintock, sent by Lady Franklin to search for proofs of their fate, found these ghastly relics at Erebus Bay, King William Land. Captain Hall, an American, nearly twenty years later, learned from the Eskimo that the skeletons of Franklin's men were scattered over King William Land, that the Eskimo had refused to aid the lost explorers, had stolen everything they had of value, and even suffered their dogs to eat them. It was said, but never proved, that some of Franklin's men had eaten their companions.



THREE MEN SAVED FROM DEATH

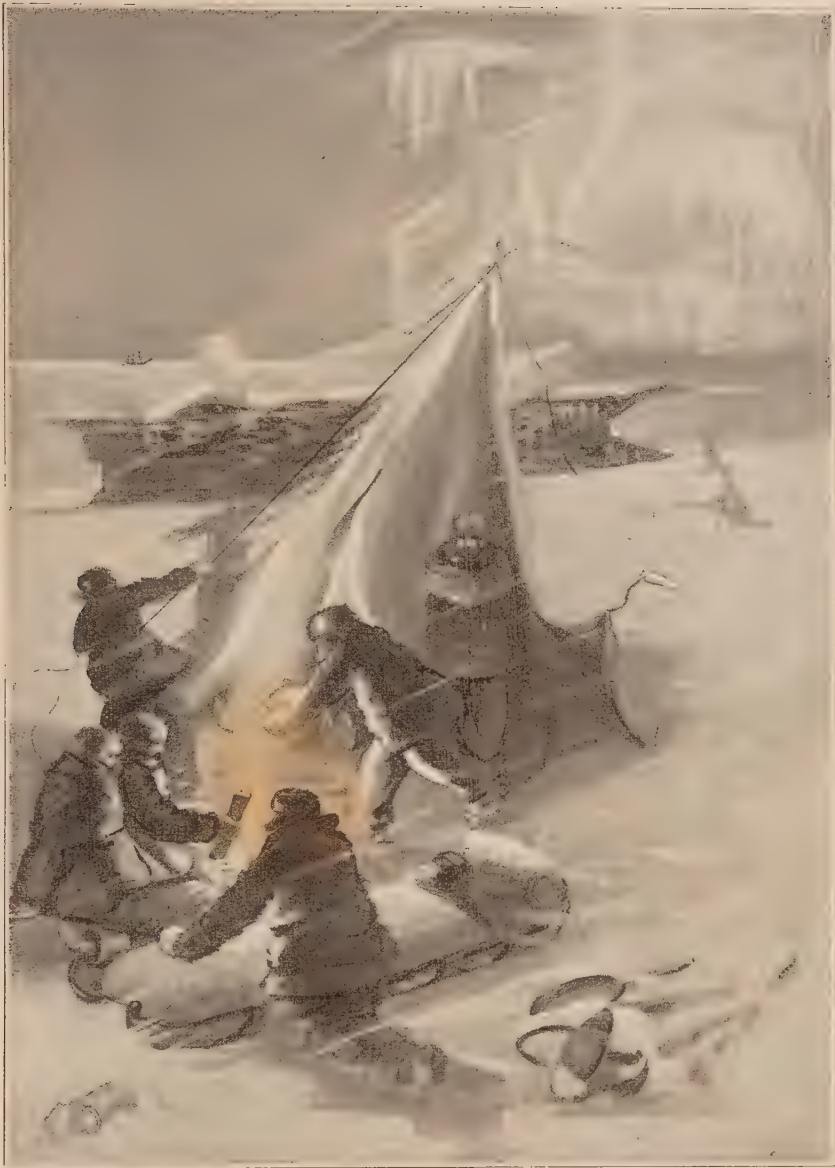
The commander had sent Rice, Frederick, Elison and Lyn to Cape Sabine to obtain meat. The Arctic night enveloped them. Getting the meat they started on their return, and on reaching one of the camps Elison's hands and feet were frozen. The men threw away the meat in order to drag and carry their comrade. Finally they broke up their boat to build a fire to save him. Rice staggered twenty-five miles to bring Brainard and Christiansen to their succor. Two of the men were frozen in their sleeping bags by the time the relief party reached them. None of these men except Brainard and Frederick lived through the ensuing privations.



[From DeLong's "Voyage of the Jeannette," Houghton-Mifflin Co.]

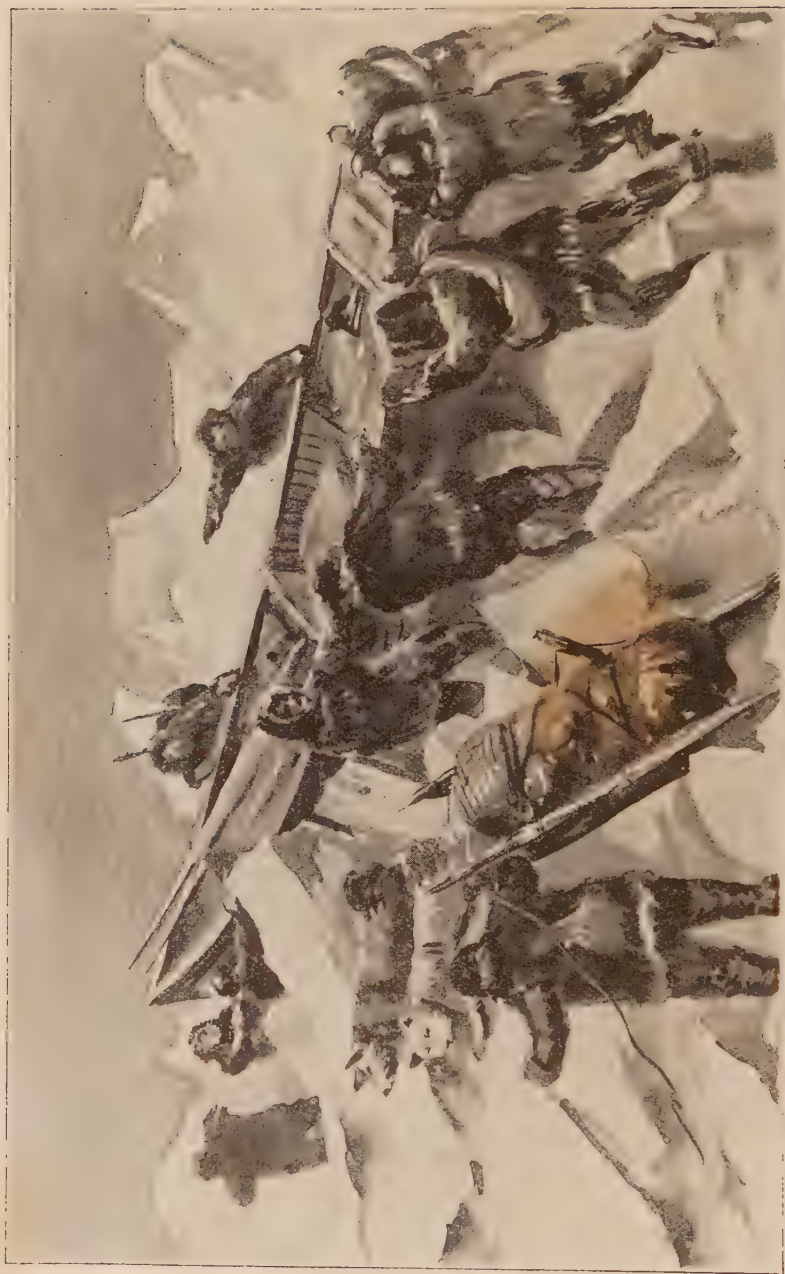
A PARTY'S BOATS NIPPED BY THE ICE

The lanch and three boats were caught between the moving ice pack and a wall of ice ten feet high. The lanch could have withstood direct pressure, but she was ground along the ice foot so that she was nearly lost. One of the boats was pulled out on the moving ice pack, but the others were saved as they lay.



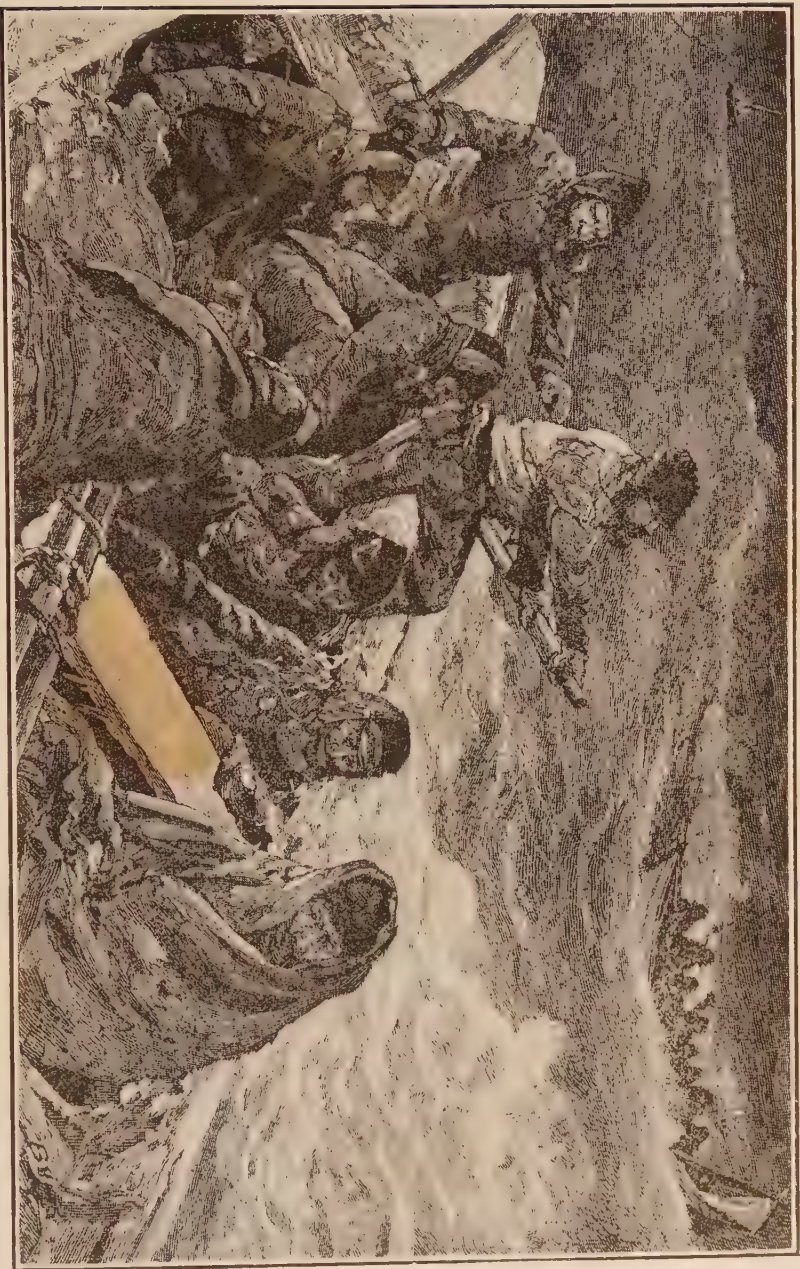
RESCUE OF THE GREELY PARTY, JUNE 23, 1884.

Three years after the start of his expedition Greely and his men, encamped near Cape Sabine, Grinnell Land, had been reduced to the direst extremities. By June 21, 1884, death had decimated their numbers, and the commander himself was so weak that he discontinued his journal. The next day Frederick and Brainard obtained some water, and this with a few square inches of soaked seal skin was all the food the men had for the ensuing forty-two hours. When vitality was at its lowest ebb, and hope was nearly gone, Greely heard the whistle of the "Thetis" blown by order of Captain Winfield S. Schley, who had been sent to search for Greely and the Lady Franklin Bay Expedition.



CROSSING A BROKEN ICE FIELD.

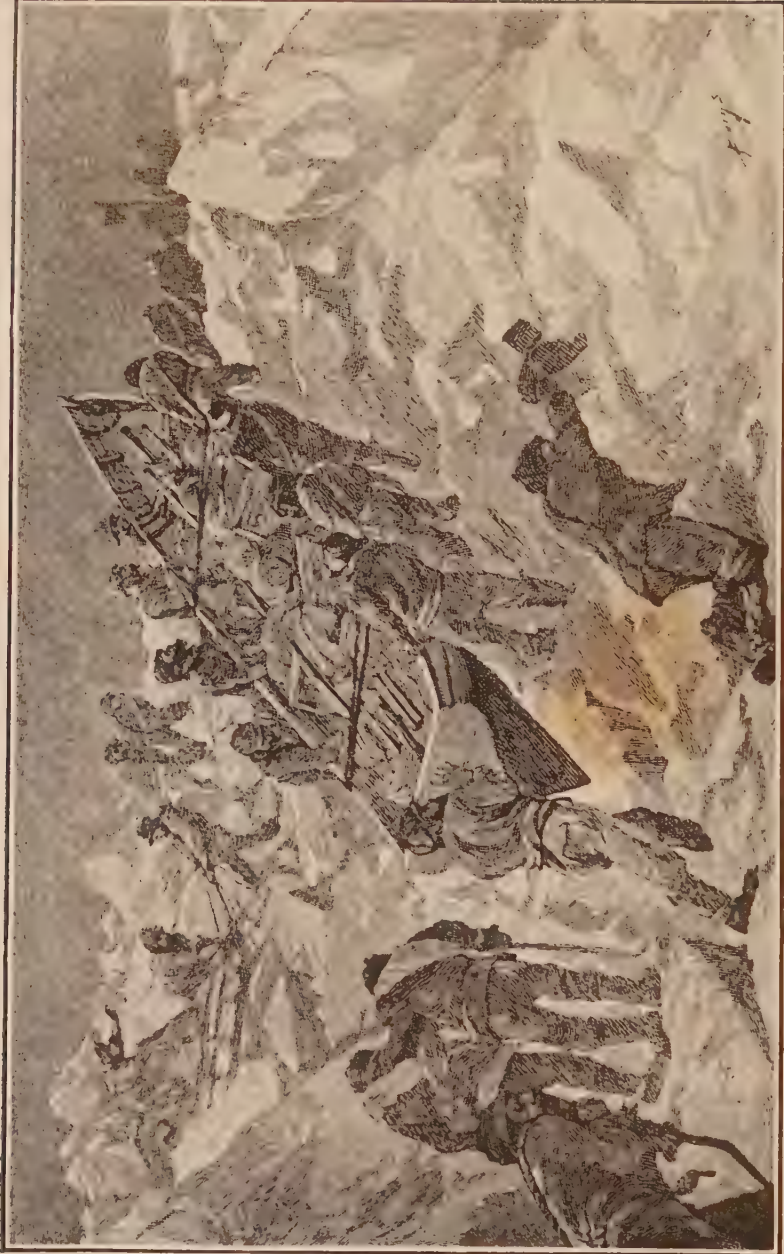
This illustration gives some idea of the difficulties which Arctic explorers must endure in making progress over the ever-moving floes. Crushed and jagged from the enormous pressure of the vast ice pack, the surface rises into hills and valleys over which the men must haul their entire outfit, often when reduced by cold and lack



DeLong
[From DeLong's "Voyage of the Jeannette," Houghton-Mifflin Co.]

THE "JEANNETTE'S" BOATS SEPARATED BY THE STORM

DeLong and twelve men in the first cutter, Chipp and nine men in the second cutter, and Melville with nine men in the whale boat, started to sail from the edge of the Polar ice floe to the coast of Siberia. They had traversed successfully about four-fifths of the voyage when the boats were separated by a heavy gale on September 12, 1881, and September 17th DeLong's boat reached land, which they supposed to be the "Lena Delta." During the month of October every man who had started in DeLong's boat, except two, had perished. Melville was fortunate enough to reach native settlements and brought his party through. Chipp and his men were



[From DeLong's "Voyage of the Jeannette," Houghton-Mifflin Co.]

THE "JEANNETTE'S" CREW DRAGGING THEIR BOATS OVER THE ICE

The men had to go over the same ground four times each way at this stage of their perilous journey. The first trip they brought two sledges forward one mile; at the second trip two more sledges; at the third trip one of the boats, a cutter; at the fourth trip the second cutter and whale boat. One mile progress, therefore, meant seven miles of travel by men and nine miles by the dog sledges. At this point the nearest island off the coast of Siberia was one hundred and twenty miles distant.



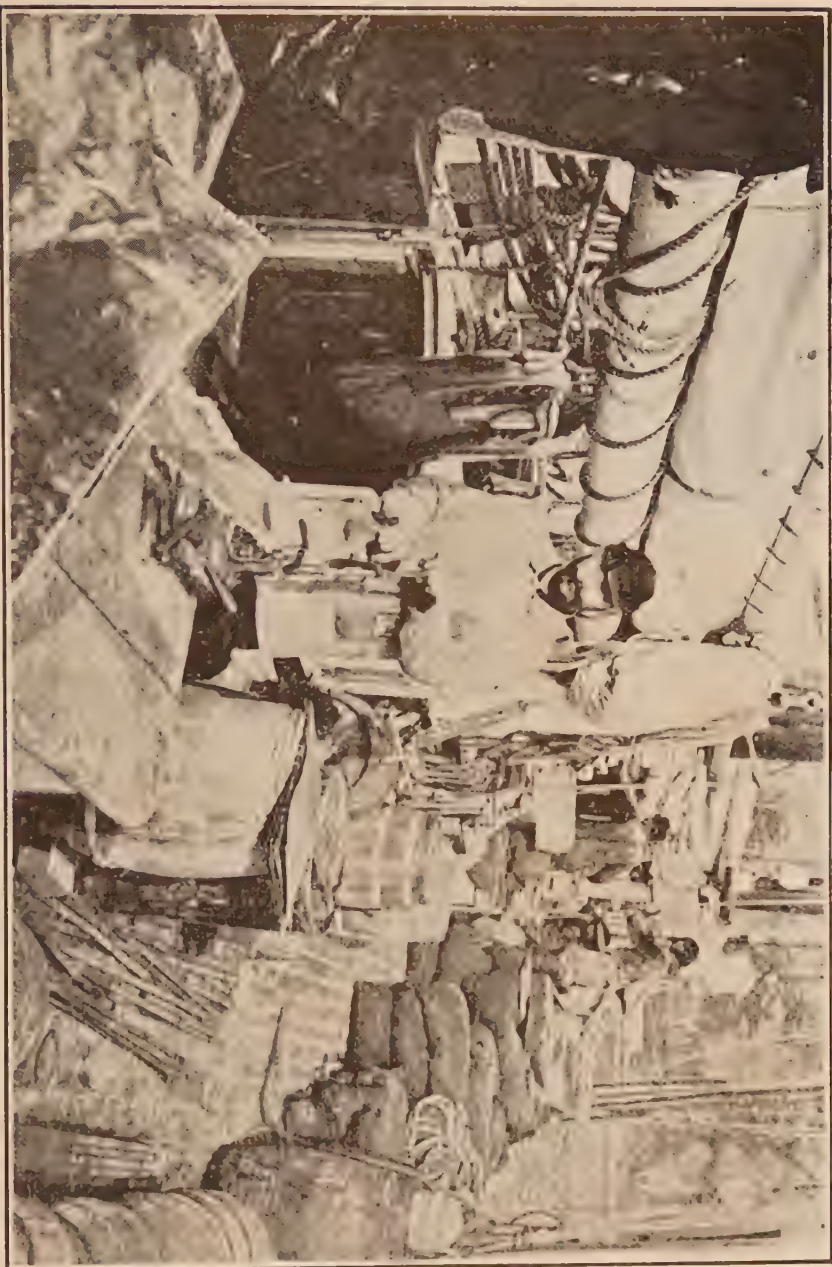
DR. COOK AND HIS LITTLE DAUGHTER

This photograph was taken shortly before Dr. Cook left home in August, 1907, on his world-famous expedition with John R. Bradley, and shows him playing with his little daughter Helen.



DR. COOK'S WIFE AND DAUGHTERS

Mrs. Cook's confidence in her husband's ultimate success, even after his friends had given him up for dead in the frozen fastnesses of the North, moved the sympathies of the entire world.



SUPPLIES ON THE "J. R. BRADLEY."

This photograph shows the deck of the schooner "J. R. Bradley," which her owner, Mr. John R. Bradley, said was equipped in the most complete and modern manner for the expedition to the North Pole. It proved to be the intention of the ostensibly simple hunting party to land Dr. Cook with an outfit for his hazardous journey. Mr. Bradley said that these provisions were deposited along the shore of Grinnell Land for a distance of five miles in the haste of the skipper to get his vessel out to sea before the ice closed in upon her.



TAKING OBSERVATIONS WITH THE COOK-BRADLEY INSTRUMENTS

This photograph shows the master of the "J. R. Bradley," on which Dr. Cook and his outfit sailed to the extreme shores of Grinnell Land before he was left there by his friend and backer, John R. Bradley, to make his dash for the Pole.



ESKIMOS ON BOARD THE "JOHN L. BRADEY."

These guides are here shown on the deck of the schooner which carried Dr. Cook to Grinnell Land, where he was left to make his dash to the Pole.



ARCTIC SCENES TAKEN ON THE COOK-BRADLEY EXPEDITION

Trapping a Walrus.

John R. Bradley and Eskimos in front of Eskimo huts. Photographed before Dr. Cook was left to himself.

Scene on the "J. R. Bradley."

Scene in the Far North, showing penguins on the ice floe at the right and heads of walrus swimming at the left.



JOHN R. BRADLEY IN THE ARCTIC REGIONS

John R. Bradley, the friend and backer of Dr. Frederick A. Cook, is shown in this picture reclining behind an Eskimo companion, and was thus photographed by Dr. Cook, or a member of the party, on the Cook-Bradley Polar Expedition of 1907-1909.



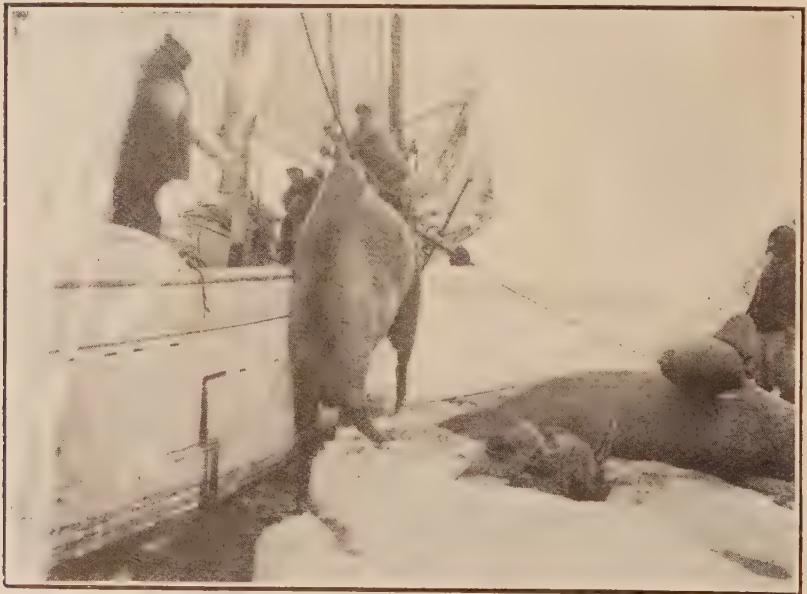
BEAR KILLED BY BRADLEY-COOK PARTY

John R. Bradley is here shown on the deck of his vessel, which carried him and Dr. Cook to Grinnell Land on their famous expedition.



BRINGING A WALRUS ASHORE

The monster shown in the picture between the group of men is being hauled on the ice floe with a tackle after it had been harpooned in open water. The inflated skin seen in the foreground was used as a buoy attached to the end of the harpoon line in order that the hunters might follow their prey's progress.



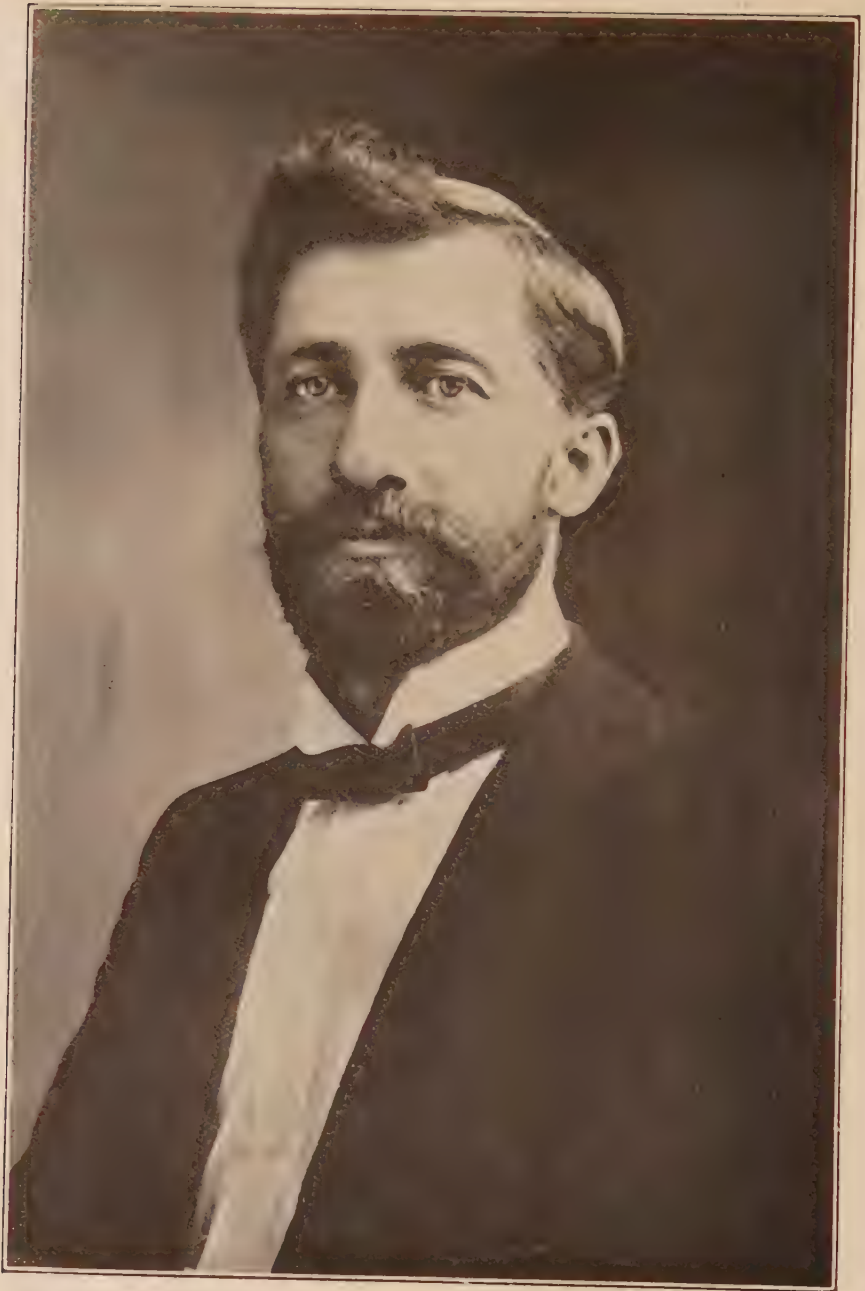
HAULING A WALRUS ABOARD

The ship's crew is here seen hoisting a dead walrus on to the deck of the "J. R. Bradley" while on the Cook-Bradley Expedition.



DR. COOK IN ARCTIC COSTUME ON SKIS

This picture shows the heavy furs which must be worn to keep out the terrible cold, and the Norwegian skis, or wooden strips twelve feet long and four inches wide, which are of great value in traveling over snow.



DR. FREDERICK ALBERT COOK

Who reported on September 1, 1909, that he had reached the North Pole on April 21, 1908. Dr. Cook when shown this picture said he had not worn a beard for many years. The change in his appearance caused by privation in the Arctic is noticeable.



RUDOLF FRANCKE

Who said he was the last white man seen by Dr. Cook before he started for the Pole.



DR. FREDERICK A. COOK

As he appeared before his last Polar journey.



ESKIMOS AND THEIR SLEEPING DUGOUT

The mound of snow seen in the middle of this group is the doorway of the cave under the snow made by the Eskimos, and used by them for sleeping purposes in the most intense cold of the northern regions. Frequently ice and snow shut them in completely, but this method of keeping warm, curious as it may seem to us, has doubtless been tested by the use of centuries.

Tuesday October 25th
135th day.
Wednesday October 26th
136th day.
Thursday October 27th
137th day. Iverson broken down
Friday October 28th
138th day. Iverson died during early
morning.
Saturday Oct 29.
139th day - Dressler died during night
Sunday Oct 30 -
140th day - Boyd & Gertz died
during night - Mr Collins dying

FAC-SIMILE OF LAST PAGE IN JOURNAL OF LIEUTENANT-
COMMANDER GEO. W. DE LONG

[From DeLong's "Voyage of the Jeannette," Houghton-Mifflin Co.]

In the six days covered by this historic and awe-inspiring document, which was found by Melville, the deaths of four men are recorded. Another was dying, and but three remained. DeLong, Dr. Ambler and Ah Sam were found dead a thousand yards from the rest of the bodies. The laconic manuscript record of this very extremity of terrible suffering gives only a faint idea of the frightful privations which these men endured. Not less impressive is the fact that the commander of the expedition faithfully recorded the performance of his work until, perhaps, only a few hours before he himself, too, was frozen into an endless sleep. Nothing can more vividly exemplify the courage of the men who have braved the awful perils of the Polar regions than such an insight as this page gives. More than five hundred Arctic expeditions have been made. All have endured discomfort, most acute suffering, and many have laid down their lives in efforts to reveal to the world the mystery and terrors of the Polar ice.



A DEATH ON THE ARCTIC ICE

While in winter quarters near Cape Sabine, Grinnell Land, Rice and Frederick started to obtain meat abandoned the previous November. Their footgear froze solid and they were caught in a drifting snow storm. On reaching the spot where the meat had been left no traces of it were to be found. They started back, and Rice began to show signs of exhaustion. He became delirious, and Frederick in a temperature of thirty degrees below freezing stripped off his jumper in which to wrap his comrade's feet. For four hours he held Rice in his arms, thinly clad, until the wretched man died. Frederick not only brought back to the starving party's headquarters everything that the two men had taken away, but also turned in Rice's unconsumed rations.



[From Delong's "Voyage of the Jeannette," Houghton-Mifflin Co.]

MELVILLE FINDS THE BODIES OF DELONG AND HIS MEN

Mr. Melville, now retired Rear-Admiral, who was in command of Delong's whale boat after the "Jeannette" broke up, made his way to villages in Siberia and organized a party to search for Captain Delong and his men. Retracing the route of the two men who had saved themselves out of Delong's boat, he came upon records and traces of the party at various stages of their progress, and, though obliged to return to his starting point, discovered the dead bodies of Delong and his companions on March 24, 1882, half a year after their deaths. Delong and two men lay at some distance from the main camp, where seven other bodies were found. He searched in vain for traces of Chipp and the crew of the second cutter.



A FEARFUL STRUGGLE FOR LIFE

Captain Tyson and part of his crew, having lost their ship, had dragged their boat upon a small ice floe when at 9 P. M. huge waves began to wash over the floe. The tent and bed clothing were swept away, and all hands seized the boat to try to hold it on the ice. Finally it was made fast with ropes to some projecting pieces of ice, and the men and women stood from nine o'clock in the evening to seven o'clock the next morning, unceasingly trying to keep the boat, which was their only means of salvation, from being washed away and crushed in the raging sea. With almost every wave came an avalanche of loose ice from a foot square to the size of a barrel, which bruised and crippled the crew. All through the night the waves came every fifteen or twenty minutes, until the almost exhausted men managed to get the boat to a larger piece of ice which was riding more easily in the heavy sea.



[From DeLong's "Voyage of the Jeannette," Houghton-Mifflin Co.]

THE "JEANNETTE" CRUSHED AND SUNK BY THE ICE

After drifting frozen in an ice floe for twenty-two months the "Jeannette," Captain George W. DeLong, commander, was crushed and sunk by the ice on June 13, 1881. The ship had been frozen in the ice. Suddenly a lead opened alongside; the pack closed in again ripping the ship, and then, while the stern was held fast, raising the bow of the vessel, the pressure was renewed with tremendous force, the ship cracking all over. The starboard hull split up; the starboard side caved in. All the boat's provisions were quickly hauled away on the ice to some distance, and the crew watched their ship slip through the ice to the bottom before starting on their march to what proved to be one of the most frightful and memorable marches of Arctic history.



PEARY'S SHIP FROZEN IN THE ARCTIC ICE

The enormous blocks of broken ice have surrounded the "Erik" on all sides and hemmed the vessel in so that it is unable to move in any direction. The resulting dangers from such a situation are great and various. The vessel so beset may drift for months with the ice pack, and if the ice field is small the crushing and grinding of other floes may hurl great masses of ice against the vessel threatening to overwhelm her. When broken up by tidal or other action the pack may release the vessel for a time, only to come together again and crush her in its deadly clutch.



ONE OF PEARLY'S DOG SLEDGES

A train of Eskimo dogs with the Arctic sledges in common use, and their driver and helpers, is here shown in the foreground, with two of Peary's Arctic vessels appearing in the distance. It was with these outfit that the intrepid explorer made marvellous speed over the frozen surface of the Polar ice on his journey to and from the Pole.



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DR. COOK'S TRIUMPHANT ARRIVAL IN NEW YORK.

The great discoverer with his family on board the tug and alongside the steamer *Grand Republic* which was thronged with 2,000 friends and neighbors to greet him. Dr. Cook in the center of the picture with hat in hand is acknowledging the cheers of the enthusiastic crowd while his wife and daughter are waving American flags beside him.



A REMARKABLE PHOTOGRAPH

This is the photograph which Dr. Frederick A. Cook brought back with him to show the world that he had placed the American Flag on Mt. McKinley in the northern part of frozen Canada, the highest peak on the American continent, 20,300 feet high.



DR. FREDERICK A. COOK IN ESKIMO COSTUME

Dr. Cook gave as the great secret of his success the fact that he made friends of the Eskimos and lived as they lived while in the Polar regions.



THE LAST GLIMPSE OF PEARY

This view of "The Roosevelt" shows Peary's ship on her departure from Etah for the North Pole. No word was received from her gallant leader until September 5, 1909.



COMMANDER ROBERT EDWIN PEARY

Photographed just before his departure on the world-famous expedition, which has just been brought to a successful conclusion.



MISS MARIE PEARY, "THE SNOW BABY"

Daughter of the Great Discoverer, born within the Arctic Circle, and farther north than any other white child.



COMMANDER ROBERT E. PEARY AND HIS ESKIMO DOGS

At the time when Dr. Cook's report of the Discovery of the Pole electrified the world, Peary, the great Arctic explorer, had already been many months beyond human knowledge in the great Unknown. Dr. Cook said it was to anticipate Peary's expected success that he made his dash for the northern axis of the earth, and the consequent excitement was at fever heat when Peary's cablegrams arrived.



PEARY'S SHIP CAUGHT IN A GREAT ICE FIELD OF THE NORTH

To have the ship surrounded by a great expanse of broken ice, or to be frozen in by the formation of new ice, is the common experience of the Arctic explorer. Peary's vessel is seen here in this hazardous predicament. The view also gives some idea of the grandeur and extent of Arctic scenery.



ESKIMOS ON THE ICE IN NORTH STAR BAY

This is the spot where the crew of Sir John Franklin's expedition perished from scurvy and starvation. In the distance is seen Peary's relief ship, "The Erik."



COMMANDER ROBERT E. PEARY
In his Arctic costume on the
bridge of "The Roosevelt."



MRS. ROBERT E. PEARY
As she dressed when accompany-
ing her husband on Polar expedi-
tions.



Photo by Underwood & Underwood, New York.

PEARY'S ESKIMO GUIDES

An Eskimo family photographed on Peary's ship. No Eskimo man will travel without his entire family. It was said that Dr. Cook was accompanied by two men who had formerly been with Peary.



Photo by Underwood & Underwood, New York.

AN ESKIMO SETTLEMENT

Etah, Greenland. The most northerly village on earth. It was from near Etah that Dr. Cook made his dash for the Pole and fast which Peary sailed. These Eskimo huts are made of sods and are covered with snow and ice in winter. They are about twelve feet in diameter at the bottom.

NOTE:- This Table of Contents is subject to such revision as events make desirable.

Table of Contents.

	PAGE
FINDING THE NORTH POLE.....	00
BY GEORGE W. MELVILLE, Rear Admiral U. S. Navy, Retired.	
CHAPTER I.	
THE DRAMATIC ANNOUNCEMENTS OF COOK AND PEARY WITHIN THE SAME WEEK.....	00
CHAPTER II.	
COOK'S OWN STORY OF HIS DISCOVERY OF THE NORTH POLE....	00
CHAPTER III.	
THE STORY OF PEARY'S GREAT EXPLOIT.....	00
CHAPTER IV.	
EARLY LIFE AND EXPERIENCES OF FREDERICK A. COOK.....	00
CHAPTER V.	
COOK'S ARCTIC ADVENTURES.....	00
CHAPTER VI.	
ROBERT E. PEARY, THE INDOMITABLE POLAR EXPLORER....	00
CHAPTER VII.	
PEARY CROSSES GREENLAND.....	00
CHAPTER VIII.	
PEARY PERSISTS IN A THIRD ATTEMPT.....	00
CHAPTER IX.	
PEARY'S FARTHEST NORTH OF 1905.....	00

CONTENTS

	PAGE
CHAPTER X.	
START OF THE SUCCESSFUL PEARY EXPEDITION.....	00
CHAPTER XI.	
BRADLEY'S ACCOUNT OF THE COOK EXPEDITION	00
CHAPTER XII.	
THE WORLD ELECTRIFIED BY COOK'S REPORT OF SUCCESS....	00
CHAPTER XIII.	
SCIENTISTS' RECEPTION OF COOK'S STARTLING NEWS.....	00
CHAPTER XIV.	
EUROPE DOES HONOR TO DR. COOK.....	00
CHAPTER XV.	
CENTURIES OF MAN'S AMBITION REALIZED BY AMERICANS	00
CHAPTER XVI.	
TERRORS AND MYSTERY OF THE POLAR REGIONS.....	00
CHAPTER XVII.	
EARLY ADVENTURES IN THE REALM OF PERPETUAL ICE.....	00
CHAPTER XVIII.	
THE LONG SEARCH FOR THE NORTHWEST PASSAGE.....	00
CHAPTER XIX.	
SIR JOHN PARRY'S TWO VOYAGES.....	00
CHAPTER XX.	
THE FIRST TWO FRANKLIN EXPEDITIONS.....	00
CHAPTER XXI.	
JAMES ROSS FINDS THE MAGNETIC POLE.....	00
CHAPTER XXII.	
THE AWFUL FATE OF SIR JOHN FRANKLIN.....	00

CONTENTS

	PAGE
CHAPTER XXIII.	
DR. KANE'S FAMOUS ARCTIC VOYAGE.....	00
CHAPTER XXIV.	
HAYES, HALL AND OTHER HARDY ADVENTURERS.....	00
CHAPTER XXV.	
HORRORS OF THE JEANNETTE EXPEDITION.....	00
CHAPTER XXVI.	
MELVILLE FINDS GRUESOME RELICS OF THE JEANNETTE PARTY.	00
CHAPTER XXVII.	
SUFFERINGS AND RELIEF OF HEROIC GREELY.....	00
CHAPTER XXVIII.	
NANSEN'S MEMORABLE VOYAGE IN THE FRAM.....	00
CHAPTER XXIX.	
ANDREE'S FATAL FLIGHT NORTHWARD IN A BALLOON.....	00
CHAPTER XXX.	
SECOND VOYAGE OF THE FRAM.....	00
CHAPTER XXXI.	
ABRUZZI, THE ROYAL ITALIAN EXPLORER.....	00
-CHAPTER XXXII.	
AMUNDSEN FIRST SAILS THROUGH THE NORTHWEST PASSAGE IN 1905.....	00
CHAPTER XXXIII.	
WELLMAN'S PLAN TO REACH THE POLE BY AIRSHIP.....	00
CHAPTER XXXIV.	
SHACKLETON AND OTHER SOUTH POLAR EXPLORERS.....	00

Finding the North Pole.

BY GEORGE W. MELVILLE,

Rear Admiral U. S. Navy, Retired.

NOT only the people of the United States of America, but the whole civilized world were electrified by the announcement on September 1, 1909, through the public press that dispatches had been received from Dr. Frederick A. Cook, claiming that he had the great honor, on April 21, 1908, of reaching the long-sought-for goal, the physical North Pole of the earth.

Nor had the resulting excitement subsided before Lieutenant-Commander Robert E. Peary, U. S. N., cabled to the Associated Press on September 5, 1909, that he had planted the Stars and Stripes upon the North Pole on April 6, 1909. The sensation was without parallel in the history of polar discovery. Where men had for centuries striven in vain it suddenly was told to the world that two Americans had independently achieved the supreme goal of their ambitions.

Those who have most keenly felt the extremities of the Arctic, and who are best acquainted with the history of men's baffled attempts to set foot upon the earth's axis, can only gasp in wonder at the achievement as recorded in Dr. Cook's own story of his discovery of the North Pole. Having, then, occasionally noted that news is often later modified before it becomes history, and particularly scientific history, I have decided to await the examination of Dr. Cook's own evidence, and naturally with intense interest. If the information given to the world is verified and accepted by the best qualified men, how great is the honor! Not only to the man but to the nation he represents this glory is all but immeasurable.

Robert E. Peary's expedition was equipped in the most thorough and scientific manner for making the conquest of the North

FINDING THE NORTH POLE.

Pole. He was an Arctic traveler of large experience, and had rendered valuable aid to science by his explorations of the regions north and east of Greenland. He was one of the first to demonstrate to the scientific world that Greenland is an island, and had sailed on his latest voyage confident that he would return successful.

When we take into consideration the time, treasure and life that has been spent in this seemingly impossible feat of toil; patient suffering of hunger, cold and self-denial, not to speak of the personal danger to life and limb, it must be considered one of the greatest feats of human endurance of modern times. Almost alone, after leaving the main base of his supplies in Grinnell Land, and with but two Eskimo natives and dogs and provisions sufficient for his journey and return, it was a courageous heart and stout body with endurance beyond the common run of mortals for Dr. Cook to start across the unknown ice of the Arctic Ocean, which is always in motion, never at rest, in all seasons. That ice which had turned back so many brave hearts in utter defeat, that ice which had defied some of the best equipped expeditions and the strongest men of soul and body, aye and buried, too, in its frozen bosom, so many of the best blood and brains of the human race, who for more than three hundred years have been fighting to attain that Ultima Thule, the north polar axis of the earth.

The quest and sacrifice began away back in Sir Hugh Wil-
loughby's time, in 1553, when, striving to make a much coveted northeast passage for a short route to the East Indies, he and his whole ship's company perished to a man in the vain endeavor. Then followed a long line of the ancient mariner and fisherman class, their ships fitted out by merchant princes of their country, including some of those best known for their valor, perseverance and loyalty to the problem they had in view: Frobisher, Davis, Barrentes, Behring, Parry, Ross and Franklin, a frequent relay of hardy spirits has persevered down to our present day and generation where many of these, both officers and men, laid down their lives on the altar of

FINDING THE NORTH POLE.

science and Arctic discovery; not for money, but that the world might know what was beyond the great unknown.

But considering the present day, with the experience of men still living, who have done heroic service in the Arctic, we can with confidence quote the work done by Captain MacClintock, Royal British Navy, one of the latest and best authorities on Arctic travel or sledging in his search for relics of the ill-fated last Franklin expedition. He made the best marches on record of one thousand miles continuous sledging. This, it is true, was done by the aid of supporting sledges laying out provision depots, and so well did Sir Leopold MacClintock do his work and so well made were his sledges that they have been copied ever since in all well-equipped Arctic expeditions. Heretofore all great sledging was advisedly done in the summer time, notwithstanding the handicap of snow blindness and the difficulties of wading at times waist deep in water, from the melting snows, that covers the floe. Such water cannot always run off freely into the open lanes of water, both because of the depressions in the center of the floe and also because the dike-like ridges, thrown up through the crushing and grinding of the ice by the immense pressure of the moving floes, make lakes in places, or a series of them, from a mile or two to three miles in width. These the sledging party must go through, as the detours would be interminable. Herein lies the question, whether it is best to travel by night or day, or during the winter season or summer season. Heretofore all Arctic travelers have preferred the summer, notwithstanding its many drawbacks. It has been considered heretofore that it was impossible to travel during the long winter night of cold and darkness which seems to have been chosen in part by Dr. Cook.

This was a serious question in one of the councils preceding the loss of the *Jeannette* by Captain George W. DeLong, U. S. N., of which council I had the honor of being a member. The question was whether we should abandon the ship in the springtime and take the summer march as the ship was drifting beyond any known

FINDING THE NORTH POLE.

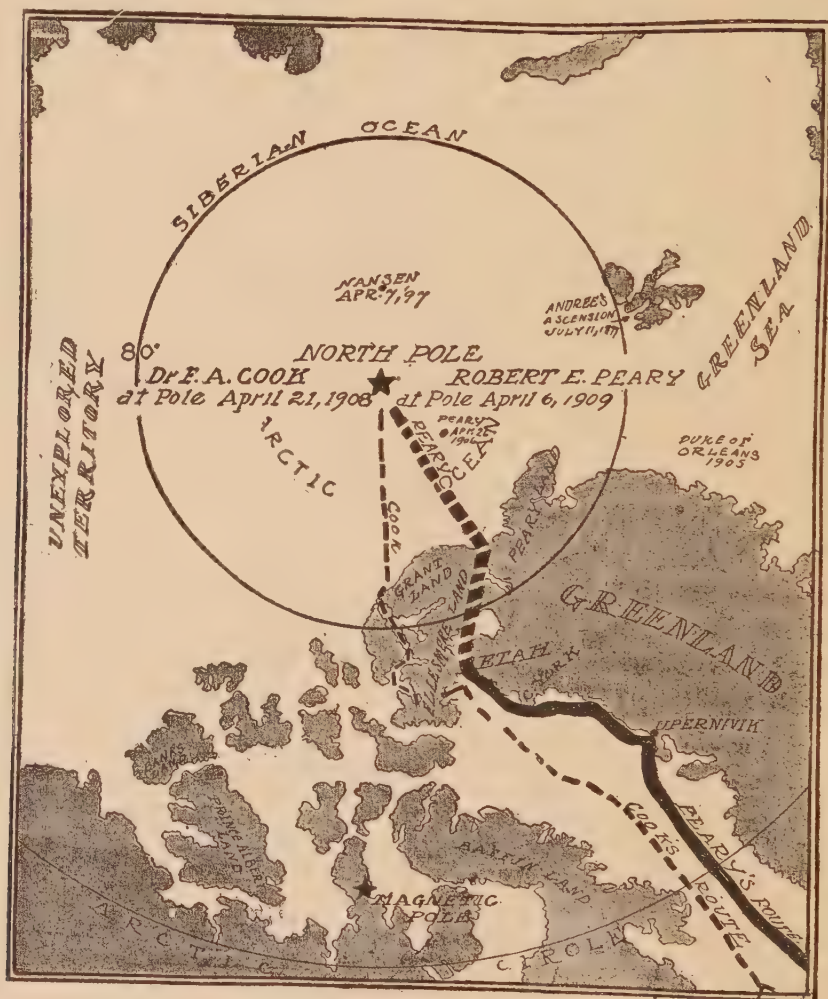
on the ice floe there is generally to be found an abundance of game, such as walrus, seal and bear, with occasionally a fox which follows after the bear to eat the crumbs that fall from his feast. And if the ice floe is near land or islands there is also numerous water fowl of all kinds, to kill which, of course, it is necessary to have shot guns, though the army repeating rifle is the proper arm for killing all large game.

The reasons above set forth are those usually advanced by all Arctic explorers for and against summer and winter travel, and it was the opinion of Captain DeLong and his officers that we should abandon the ship in the summer time. Fortunately for us we were saved making the decision as our ship was crushed under us and we were obliged to make the march in midsummer. Of this march much has been written, and as a march cut off from all base of supplies it has been considered one of the most heroic in Arctic literature.

I regret to have to be compelled to refer to the retreat from the *Jeannette*, but it is necessary to do so, as also to refer to many of the other recorded marches in the Arctics in the past. At times the progress made by the *Jeannette's* retreating party amounted to but two and a half miles per day, although each day the distance traveled was from twenty-five to thirty miles, but because of the many trips made back and forth and the routes necessarily taken to avoid water lakes and impassable ice ridges, our next advance on some days was very small. The surface of the floe was so broken and ridged up by the pressure of the ice masses, that we cut, by means of pickaxes and shovels, a road nearly all the way to open water, where we could launch our boats. Then it was ice and water navigation as occasion offered to open water and the remainder of the journey was made in open boats until we reached the land. The rest of that pitiable story and the most heroic endeavor of Captain DeLong with his boat's crew has been told in his *Ice Journals* by his devoted wife, Emma DeLong. The final part of the retreat

FINDING THE NORTH POLE.

regions and apart from Dr. Cook's report of his expedition, which, of course, must stand or fall on its own merits, this book will be found to contain interesting accounts of Peary's and other important polar discoveries and experiences.



COOK'S AND PEARY'S ROUTES

This map shows the routes as reported taken by the two great American discoverers.

CHAPTER I.

The Dramatic Announcement of Cook and Peary Within the Same Week.

THE world has been making history fast within the twentieth century, and this has been especially the case in the matter of polar research. In this regard the first week of September, 1909, was in its way the most extraordinary in the history of mankind. In that one week there came to us from the frozen North two of the most surprising announcements ever received by man. The North Pole, the goal sought for centuries, the quest of which had given rise to endless adventures and untold sufferings, with little result except an unceasing tale of misfortune, misery, death and disappointment, had been reached at last, and strangely enough the honor of the discovery came from two separate sources and was claimed by two men.

On the first day of that eventful month the world was startled by the undreamed of announcement, flashed over the electric wires from the far-off Shetland Islands, that the long-sought goal had been reached on April 21, 1908. And while the world was still struggling in the throes of the astounding news, belief in the story mingled with doubt and incredulity, there came five days afterwards a similar claim, one received without doubt, that a second explorer had reached the same goal, the date of discovery in this case being April 6, 1909.

The first to announce the great discovery was Dr. Frederick A. Cook, who for two years had been lost to sight in the icy seas, so utterly vanished from human kin, to all appearance, that men had given up the hope of ever seeing him again, deeming that the demon king of the ice kingdom had made him its victim, and that death had claimed him as its own. With little hope that the daunt-

DRAMATIC ANNOUNCEMENT OF COOK AND PEARY.

less adventurer would ever reappear, a relief expedition had just been sent to the far North, its purpose being to find him if alive, or trace the record of his fate if dead, when the astounding tidings that he had accomplished the great feat and set foot on the northern extremity of the earth's axis, came over the wires, and the world stood still in astonishment at the astounding news.

The second to lay claim to this great triumph was the well-known and famous polar explorer, Commander Robert E. Peary, who for twenty-three years had devoted his life to the work of research, and who, in the summer of 1908, had made a last and desperate journey to the icy North, bent on success if it lay within the powers of man.

On September 6th, while the world of geographical science was doing its utmost to honor the intrepid Cook, and the King of Denmark was feasting him within his palace as the worthiest of guests, the man who stood foremost in the annals of geographical research, there flashed down from Labrador a second announcement to the same effect, in the following significant words:

"Have nailed the United States flag to the North Pole.

"PEARY."

Again, over the whole realm of civilized mankind, flashed the astounding tidings, and the world, which was slowly digesting the tidings so lately received, had laid before it a new feast of wonder and astonishment.

Never in the history of man had two such strange items of news been received in such brief succession. To the people of the United States they brought not only astonishment but pride. Both these men were citizens of our own country, true-born Americans the pair, and to feel that the honor of this discovery, to whichever of the two men it belonged, appertained to the United States, was a source of heartfelt gratification. The North Pole was ours! Our flag waved over it! The polar region belonged to our country! There was much here to be proud of and grateful for, and that this new section of the earth would be claimed as part of our great country was beyond reasonable doubt.

CHAPTER II.

Cook's Own Story of His Discovery of North Pole

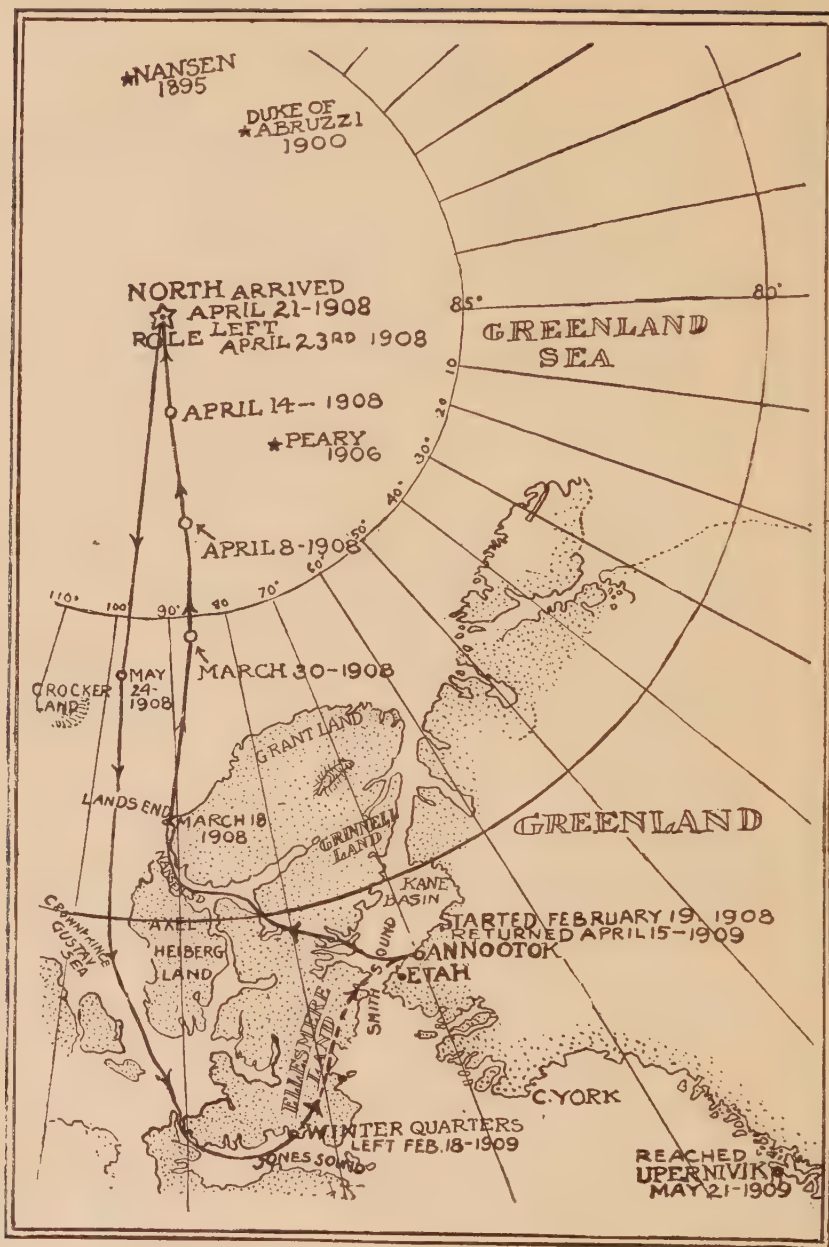
A long cablegram to Paris on September 1, 1909, was the first announcement to the world by Dr. Frederick A. Cook that he had discovered the North Pole on April 21, 1908.

The words were flashed to this continent and stirred the nation to its depths. Later, after landing, he corrected details of the message where it had suffered in transmission, and the plain but soul-stirring story as told in his own words is given in this chapter.

AFTER a prolonged fight with famine and frost, we have at last succeeded in reaching the North Pole. A new highway with an interesting strip of land animated nature has been found and big game haunts which will delight sportsmen and extend the Eskimo horizon. Land has been discovered on which rest the earth's northernmost rocks. A triangle of 30,000 square miles has been cut out of the terrestrial unknown.

The expedition was the outcome of a summer cruise in the Arctic seas on the schooner Bradley, which arrived at the limits of navigation in Smith Sound late in August, 1907. The expedition cost \$50,000, of which my friend John R. Bradley gave about \$30,000, the rest being my own money.

Here conditions were found to launch a venture to the pole. J. R. Bradley liberally supplied from his vessels suitable provisions for local use and my own equipment for emergencies served well for every purpose of Arctic travel. Many Eskimos had gathered on the Greenland shores at Annatoak for the winter bear hunt, immense quantities of meat had been collected, and about the camp were plenty of strong dogs. The combination was lucky, for there was good material for equipment. When I reached Etah I really had no definite idea of striving to reach the North Pole that year, but



ROUTE OF COOK'S DASH TO THE POLE

The arrow-heads indicate the courses going and returning.

COOK'S OWN STORY OF HIS DISCOVERY OF THE NORTH POLE.

tion on April 6th placed the camp in latitude 86.36, longitude 94.2. In spite of what seemed long marches we advanced but little over a hundred miles. Much of our work was lost in circuitous twists around troublesome pressure lines and high irregular fields. A very old ice drift, too, was driving eastward with sufficient force to give some anxiety. Although still equal to about fifteen miles daily, the extended marches and the long hours for traveling with which fortune favored us earlier were no longer possible. We were now about 200 miles from the pole and sledge loads were reduced. One dog after another went into the stomachs of the hungry survivors until the teams were considerably diminished in number, but there seemed to remain a sufficient balance for man and beast to push along into the heart of the mystery to which we had set ourselves.

I was always in the lead with the compass. We did not ride in the sledges. We had a team of thirteen dogs when the sledges were lightened, and the dogs were not all needed. The disabled dogs and the dogs that were not of much use made food for the other dogs. As I approached the pole the Eskimos with me were utterly scared at the meteorological conditions.

Then came April 21st. That was the great day. We looked for the sun. As soon as we got it I made careful observations. Great joy came over us. We were only sixteen miles from the desired spot. I said to myself: "Bully for Frederick." We had reached 89 degrees 59 minutes 46 seconds. The pole was in sight. Then we went on. The last stretch was the easiest I ever made in my life, although I had still to make two observations, and the ice was very broken. But my spirits were high, and I shouted like a boy. The Eskimos looked at one another, surprised at my gayety. They did not share my joy. I felt that I ought to be there. I told Etukishook and Ahwelsh, the accompanying Eskimos, that we had reached the "Great Nail."

I made my last observations and found that I was standing on the pole. I was too tired really to feel any sensation. When at last

going out, only on returning, when we went adrift, intended coming down Nansen Sound, but were unable.

On the return trip our provisions became entirely exhausted. No animal life was visible, and for three days we had nothing to eat. Then in a crevice of the ice we caught sight of several walruses. I had only a few cartridges left. I crept along the ice on my stomach, approaching the animals slowly so as not to scare them. I expended all my cartridges, and as a result got two of the walruses. Our lives were saved. All the trouble was multiplied by our not being able to return to our caches of stored food and by our ammunition being exhausted. A constant battle with the animals of Jones' Sound to obtain meat and fat for our winter food followed, though the surface ice was practically all fresh water, especially from the higher hummocks, and we got fresh water without difficulty.

We then broke up our only sledge and made bows and arrows of the wood, as do the Eskimos, and we secured game with these arms. Having no firearms, we set traps for bears and drove them in. A dead seal was greedily eaten, for I was starving. We slept in Eskimos' huts and afterward dug holes. During the expedition we ate all kinds of meat. I like musk ox best, but we would eat bear or fox if the other was not obtainable. Everything tastes good when one is starving. We brought ten dogs back with us, the others having been eaten by their companions. We used the lasso, traps and bows and arrows to catch game. One of the men shot an eider duck with arrows. Again, near Cape York, we were virtually on the point of starving to death when we found a young seal sleeping on the ice. At Cape York itself we found traces of musk oxen, which we tracked and killed. From Upernavik to Egedesminde I sailed on the same ship that carried the MacClintock and Franklin relief expedition.

That way back seemed never-ending, and the dreariness was indescribable. Yet I can truly say that, except for two days early

CHAPTER III.

The Story of Peary's Great Exploit.

IF the 1st of September, 1909, had been a great day in the history of polar research, the 6th of September was a greater one. The startling tidings which had so disturbed the world on the former date were repeated on the latter from another and, as many considered, a more trustworthy source, and the public pulse was set throbbing again at feverish speed.

On the latter day came over the wires from Indian Harbor, Labrador, via Cape Bay, Newfoundland, the following astounding dispatch:

"STARS AND STRIPES NAILED TO NORTH POLE.

"PEARY."

What did it mean? Could it be correct? Was this fanciful way of expressing a great fact the one that would be chosen by a dignified naval officer like Robert E. Peary? Such were the questions that many asked. It was far from certain that this was not a hoax, the outcome of the sense of humor of some fantastic individual at Indian Harbor.

Men waited in suspense—hope mingled with doubt. They had not long to wait. An hour later a second message was received by Herbert L. Bridgman, Secretary of the Arctic Club of America. It was to the following effect:

"Pole reached. Roosevelt safe.

"PEARY."

These startling and laconic messages, flashed from the coast of Labrador to New York and thence to the four corners of the globe at the moment when Dr. Frederick A. Cook was being acclaimed by

THE STORY LIFE OF PEARY'S GREAT EXPLOIT.

the crowned heads of Europe and by the world at large as the discoverer of the North Pole, added a remarkable chapter to the narrative of a grand achievement.

Bridgman's comment on the message settled the question of its source in the mind of the multitude. On seeing the text of the message, he exclaimed:

"That settles it without a doubt. Peary has reached the North Pole. He and I fixed upon a secret code in which he was to convey to me his success or failure. Translation of the code words in his dispatch means that he has at last achieved his greatest ambition.

"There were a lot of words in the code. Several began with the word 'sun,' and these were to indicate that he had been successful in his quest of the pole.

"I have left my list of code words at Northampton, but I think that the word 'sunshine' was the code word we agreed upon for 'Pole reached. Roosevelt safe.' There were several words beginning with 'moon,' which were to signify that Commander Peary had not reached the pole."

A second message to Mr. Bridgman read:

"Kindly rush following: Wire all principal home and foreign geographical societies of all nations, including Japan, Brazil, etc., that the North Pole was reached April 6th by Peary Arctic Club's expedition, under Commander Peary.

PEARY."

This was but the beginning of dispatches from the returning explorer. Soon they began fairly to rain down the wire. To Henry F. Osborn, of the American Museum of Natural History, came the following:

"The pole is ours. Am bringing large amount of material for museum.

PEARY."

Before the explorer left on his trip a year ago he had assured Mr. Osborn that if he reached the pole he would come back with a sack full of curios that would probably make some interesting exhibits. Mr. Osborn cabled his thanks to Peary upon receiving the



ESKIMOS BRINGING FURS TO TRADE

This photograph, taken at Etah, from which point the Discoverers made their celebrated dashes for the Pole, shows natives coming to Peary's vessel with skins to trade with the crew for such useful or gaudy articles as attracted their fancy.

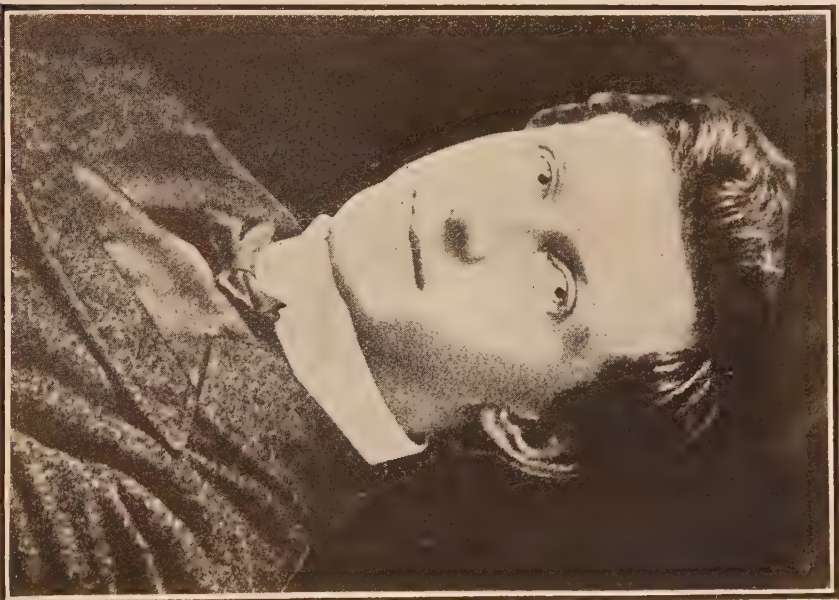


SCENE AT ETAH, THE MOST NORTHERLY ESKIMO
SETTLEMENT

This photograph shows the method of drying meat out of the reach of dogs and polar bears, so that it can be carried on a long journey without deterioration. It was at this point that Dr. Cook was landed from the schooner, "J. R. Bradley," to make his dash for the Pole, and from the same neighborhood Peary disappeared into the unknown. In the foreground is seen one of the Arctic sledges such as are commonly used by travelers in the most northern regions.



MRS. ROBERT E. PEARY
Wife of the great explorer.



ANTHONY FIALA
Leader of the Ziegler Polar Expedition, who was
rescued by the Arctic steamer "Terra Nova."



REAR ADMIRAL WINFIELD S. SCHLEY

An American Arctic explorer who went to the relief of the Greely Expedition.



GENERAL A. W. GREELY

One of the most celebrated of living American Arctic explorers.



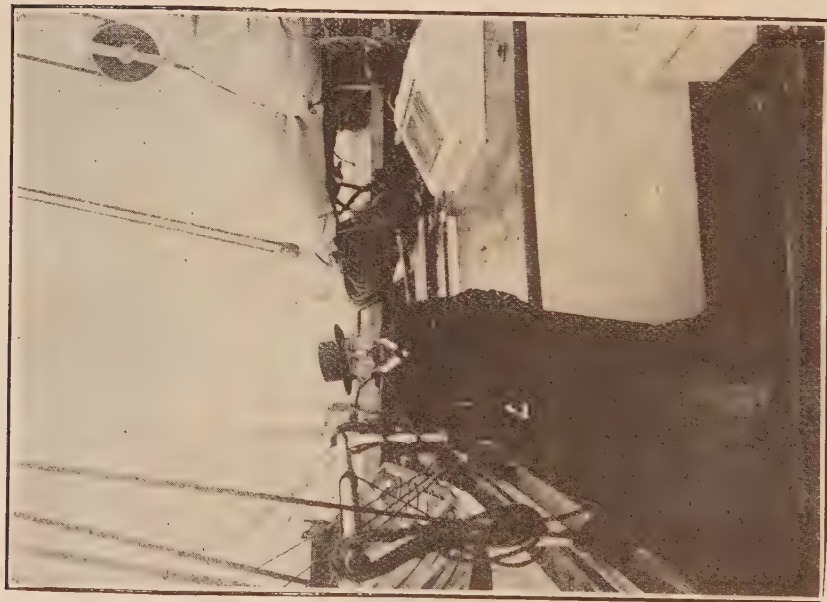
DR. FRITTIJOF NANSEN

The celebrated Northern explorer, whose voyage in the "Fram" brought him world-wide fame.



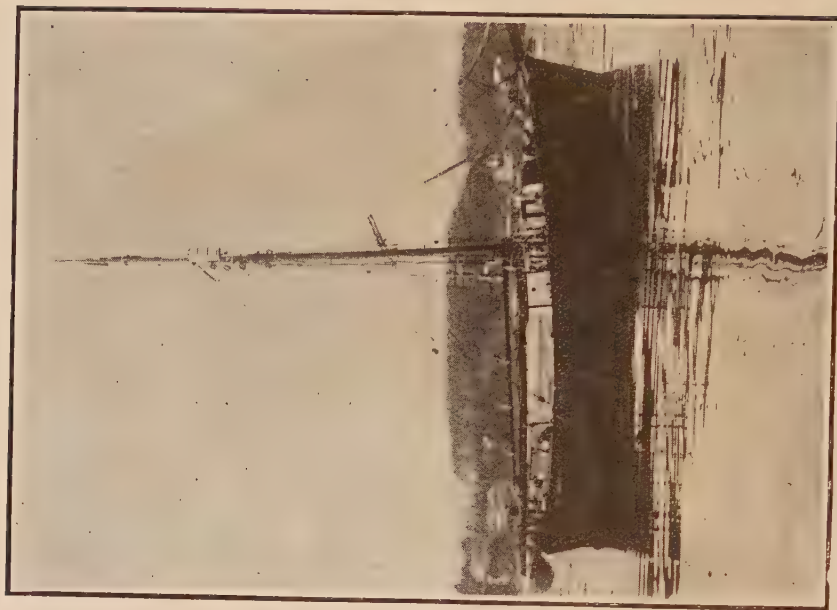
THE DUKE OF THE ABRUZZI

His Royal Highness, Luigi Amadeo, cousin of the King of Italy, who brought fame upon himself and his country by his daring attempt to reach the North Pole.



CAPTAIN RONALD AMUNDSEN

On the deck of his vessel, "The Gjoa," with which he navigated the Northwest Passage for the first time in history.



THE GJOA

Which under the guidance of Captain Amundsen sailed through the passage north of the American Continent in 1905



SALOMON AUGUSTE ANDREE

The ill-fated Arctic explorer who set sail in his balloon in 1897 to reach the North Pole and never was heard from again.



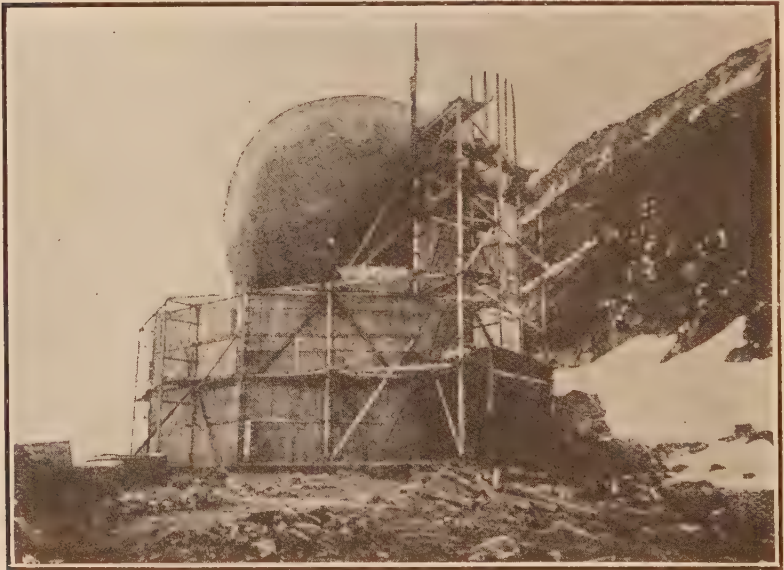
WALTER WELLMAN

Who sailed from Spitzbergen in his airship August 23, 1909, to reach the North Pole and broke down after going thirty-two miles.



THE WELLMAN AIRSHIP EXPEDITION

Hauling ashore the cases containing Walter Wellman's airship, with which he made an unsuccessful attempt to fly to the North Pole.



ANDREE'S BALLOON

In which he started to go to the North Pole and which bore him to his death.

CHAPTER IV.

Early Life of Dr. Frederick A. Cook.

ABOUT the year 1849 there came to America from Hamburg, Germany, as one of the Teutonic emigrants to that favored land, a physician who bore the name of Theodore Albert Koch. Landing in New York, he quickly made his way into the interior, having decided to locate himself in the frontier settlements and make his way upward with the growth of the country. Pushing forward over a region then thinly inhabited, he in time reached a village named Hortonville, a mile and a half from Calicoon, now a station on the Erie Railroad, in Sullivan County, New York. Here he had concluded to settle down, as one of the pioneer physicians of that wilderness-like region.

Hortonville is near the border-line of northwest Pennsylvania, a hundred and thirty-eight miles from New York City, and was then decidedly in the backwoods. At the date named the nearest point which the traveler could reach, either by boat or train, was Newburg, thirty miles away. Landing from the Hudson River boat, the newcomer to America traversed the woods, with two or three others, until he reached the selected place. Here he built a log cabin and entered upon his career as a country doctor. Ten miles further in the wilderness was the home of a family which had reached America ten years earlier, and in this family Dr. Koch found his future wife, Miss Magdalena Long. Their marriage took place three years after his arrival, and the log cabin was replaced by an ampler and more comfortable house.

The immigrant physician gathered a little property, comprising about fifteen acres of land, in the midst of which stood

EARLY LIFE OF FREDERICK A. COOK.

the family homestead. It still stands, dwelt in by one of his sons, being among the oldest houses in that part of the State. Here he thrived in a modest way, and here was born to him a family of four children, three sons and a daughter, the one with whom we are especially concerned, Frederick Albert Cook, being born in the Hortonville homestead on June 10, 1864. He therefore passed his forty-fifth birthday in June, 1909, somewhere in the frozen North, on his return from his eventful search for the North Pole. The name of Koch became Americanized into its present form of Cook sometime during the Civil War and shortly before the birth of the great explorer.

Until he was six years of age the future explorer's life was an easy one, and the family perhaps as prosperous and happy as any in that section of the State. The early death of the father did not reduce the family to poverty. The efforts of the mother to keep her small household together, and the products of their little farm, enabled them to live in some degree of comfort, the elder son, then twelve years of age, being a help to his mother in her care of the fatherless flock. Life in the Cook home went on with little change until 1878, when Frederick was fourteen years old.

The frugal mother not only managed to provide for her small family, but prudently saw that their schooling was not neglected. About the time of his father's death, when he was nearly six years old, young Frederick was sent to school in the primitive schoolhouse at Hortonville. His brothers went there also, though not for a long time during the year, the period of tuition in the old district schoolhouse lasting only four months annually. In those days, as soon as the farming season began, the school closed its doors. The boys could not be spared from work on the farm. But the youngster was ardent as a student and managed to make very satisfactory progress, standing, as we are told, always at the head of his class, and doubtless winning the warm encomiums of his teacher by his diligence and in-

EARLY LIFE OF FREDERICK A. COOK.

telligence. He was especially interested in geographical studies and locations, and as he grew older he gathered every book on this subject which he could obtain and studied their contents closely, never tiring of his pursuits in this direction. It was apparent that the favorite inclinations of the man were already stirring in the soul of the boy, and a prophet might have predicted that this youthful geographer was destined to make a mark for himself in geographical research.

Yet the winning of an education was uphill work for him and his brothers, as anyone will know who is familiar with the school methods of that day, at least those of the frontier regions. The fine schoolhouses, the numerous books, the trained teachers, the detailed and well-arranged courses of study of the present day had not then come into existence, and the methods used were often crude and primitive in the extreme. Books were few, school accommodations miserably contracted, and teachers frequently ignorant and unfit to develop the minds of the young. Of system there was none, while discipline consisted in the frequent use of the birch, applied with or without cause, and so indiscriminately that the pupil who escaped at least one whipping a day felt that he had missed his just deserts. For the boys—and girls, too, for that matter—were apt to take pains to deserve the whippings by which the teacher sought to stimulate their budding intellects.

It must, of course, be admitted that all schools—even all frontier country schools—were not of this description, and it is quite possible that the little Hortonville district school was of a higher type. At any rate, young Cook seems to have obtained there the rudiments of an education and developed a thirst for mental advancement that stood him in good stead in his later years.

It was not only in his love for geographical study that the career of the man was outlined in the boy. A quiet, reticent, studious lad, he loved to get apart by himself and to explore

CHAPTER V.

Cook's Former Polar Adventures.

WHILE for years strenuous efforts were being made to break through the circle of mystery surrounding the North Pole, and place that unknown region in the category of the known, the study of the Antarctic realm remained long neglected. The most brilliant period in Antarctic research was that extending from 1838 to 1843, when three great national expeditions, under the command of Admiral D'Urville for France, Sir James Ross for England, and Captain Wilkes for the United States, sought that distant region. Captain Wilkes gave America pre-eminence in the results, by discovering a continental stretch of land, extending over many parallels of longitude. Though his results have been discredited and the importance of his discovery allowed to sink out of sight, recent research has confirmed his statements, and Wilkes' Land has won its true place in Antarctic geography. Sir James Ross discovered active volcanoes in South Victoria Land, 12,000 feet in height, but a great wall of ice prevented him from reaching them.

For many years after this period the Antarctic region was practically deserted by explorers, and it was not until the final decade of the nineteenth century that active attention was again directed towards it. This is of special importance to us here, from the fact that Dr. Cook, fresh from his expedition with Lieutenant Peary, was one of the first to direct attention to the South. As he had aided in exploring the North, he burned with the desire to plunge into the secrets of the far South, and in 1894 proposed an expedition in that direction. He hoped that the experience

CHAPTER VI

Robert E. Peary, the Indomitable Polar Explorer.

TO briefly summarize for the reader the earlier events of Commander Peary's life before taking up the story of the great achievements which have brought him into the lime-light of public approbation, we give the following concise account of his early history and of his services in the employment of the government before he began his famous explorations.

Robert Edwin Peary is a Pennsylvanian by birth, having been born at Cresson, in that State, on May 6, 1856. Descended from a family of the hardy Maine lumbermen, his immediate ancestors were Charles Peary and Mary (Willey) Peary. His father dying in 1858, when he was two years old, his mother removed to Portland, Maine, where his early life was spent and his primary education obtained. Preparing here for a higher education, he entered Bowdoin College, graduating there with second honors in 1877. Throughout his college career the especial study that most fully interested his attention was the subject of Arctic exploration, which from early life had held a peculiar fascination for him, and was the subject of his most earnest reading and study.

On leaving college he adopted the profession of civil engineer, for which he had fitted himself in his college career, his first employment being as a land surveyor at Fryeburg, Maine. In 1879 he became engaged upon the Coast and Geodetic Survey at Washington, remaining in this field of duty until 1881.

In the latter year the young surveyor passed the Navy Department examination for the admission of civil engineers, and was commissioned an engineer in the naval service, October 26, 1881.

He has since remained a civil engineer in the navy, having advanced from the rank of lieutenant to his present rank of commander.

In this service Lieutenant Peary built a pier at Key West, Florida, in 1881, and subsequently became sub-chief of the Inter-Oceanic Canal Survey in Nicaragua, Central America. In 1886 he was made engineer-in-chief of this important survey, and in 1888 was sent to superintend the building of the new dry dock at the League Island Navy Yard in Philadelphia.

Previous to this he had taken the first step toward the realization of his boyhood dream, that of adventure and research in the polar region. Greenland was as yet the utmost goal of his ambition, and in 1886 he applied for leave of absence from his naval duties to visit this realm of his ardent hopes.

His application was granted, and in July of that year he went north on the first of his many expeditions. It is interesting to be able to state that on this occasion he took with him Matthew Henson, the faithful mulatto servant who has been with him on every expedition since and has formed one of his chosen companions on his dashes for the pole. It was not his purpose on this expedition to seek the pole, but to explore the interior of ice-clad Greenland, in which no one had gone inward beyond the lowlands bordering the coast. It was an excursion not without its fruits. Penetrating many miles into the interior, he discovered that Greenland was an elevated island, the elevation, however, consisting of a mountain height of eternal ice, the depth of which no one knew. For all that could be told this icy elevation might cover an interior hill country or a low land like that of the coastal plain. The result of this expedition was to acquaint him with the state of affairs in the interior, information which served him in good stead in his crossing of Northern Greenland in 1892. In this field he was a pioneer, Nansen's crossing of Southern Greenland not being achieved until several years later.

CHAPTER VII.

Peary Crosses Greenland.

THE disaster and suffering which characterized the termination of the Greely and Polaris expeditions did not tend to recommend Arctic exploration as a national enterprise to the Government of the United States. A vast amount of highly valuable information had been obtained, not only by these expeditions, but also by the expedition sent out by the British Government under the command of Sir George Nares. And, in addition to the information, a further knowledge had been gained, the knowledge that the same spirit of indomitable pluck, the same tireless energy, and the same loyalty and devotion to duty dominated both branches of the great English-speaking race.

The discoveries along the north coast of Greenland opened up the very interesting question whether the land did not extend right up to the pole itself. As far as any one had penetrated to the north of the coast, land was still to be seen farther on; it was an open question whether this great ice-covered country was an island, with its northern shores swept by the polar ice floes, or whether it extended almost to the dimensions of a continent in the polar region.

The problem appealed strongly to two explorers whose names, by reason of their exploits during recent years, have become familiar. They are Nansen and Peary. The former, by his dash for the pole, during which he surpassed all previous records of the "farthest north," has dwarfed his Greenland performances; the latter, by his journey of 1,300 miles over the ice-crowned interior of Greenland, decided the insular character of the country.

Lieutenant Robert E. Peary, failing to obtain government support for his scheme of an overland journey to the northern coast of

PEARY CROSSES GREENLAND.

Greenland, was supported by the Philadelphia Academy of Natural Science. The expedition was necessarily small, but that did not affect its utility. It was, moreover, unique, by the inclusion of Lieutenant Peary's wife as one of its members; the account which she has given of her sojourn in high latitudes is one of the most interesting of books on the Arctic regions.

The party left New York on June 6, 1891, on board the steamer *Kite*, for Whale Sound, on the northwest coast of Greenland. The voyage was satisfactory in every way until June 24th, when an unfortunate accident befell the leader.

The *Kite* had encountered some ice which was heavy enough to check her progress, and, to get through it, the captain had to ram his ship. This necessitated a constant change from going ahead to going astern, and, as there was a good deal of loose ice floating about, the rudder frequently came into collision with it when the vessel was backing. Lieutenant Peary, who was on deck during one of these manœuvres, went over to the wheelhouse to see how the rudder was bearing the strain. As he stood behind the wheelhouse, the rudder struck a heavy piece of ice and was forcibly jerked over, the tiller, as it swung, catching Lieutenant Peary by the leg and pinning him against the wall of the house. There was no escape from the position, and the pressure of the tiller gradually increased until the bone of the leg snapped.

The doctor, who formed one of the party, immediately set the limb; but the sufferer refused to return home, and when, a few days later, the *Kite* reached McCormick Bay, he was carried ashore strapped to a plank.

The material for a comfortably sized house was part of the outfit of the expedition, and this was in course of erection the day that Lieutenant Peary was landed. For the accommodation of himself and wife, a tent was put up behind the half-completed house, and, as a high wind arose, the remainder of the party returned on board the *Kite*.

PEARY CROSSES GREENLAND.

As the hours passed away the wind became stronger. The tent swayed to and fro, and Mrs. Peary, as she sat beside her invalid and sleeping husband, realized what it was to be lonely and helpless. She and her husband were the only people on shore for miles; her husband was unable to move, and she was without even a revolver with which to defend herself. What, she asked herself, would be the result if a bear came into the tent? She could not make the people on board the Kite hear, and she was without a weapon. Throughout the stay in the North, Mrs. Peary proved herself not only to be a woman of strong nerve and self-reliance, but also an excellent shot with either gun, rifle, or revolver. It was, however, as much as she could stand when her anxious ears caught the sound of heavy breathing outside the tent.

For a time she sat still, fearing to disturb her husband, until the continuance of the sound compelled her to look out. A school of white whales were playing close inshore, and it was the noise of their blowing, softened by the wind, which had so disturbed her. But so self-possessed was she over it that her husband did not know till long afterwards the anxiety she had experienced during the first night she spent on the Greenland shore.

The following day rapid progress was made with the house, and some of the party stayed on shore for the night, so that there was always some one within call of the invalid's tent until the house was completed and he was removed into it. By that time the Kite had started home again, and the little party of seven were left to make all their arrangements for the winter.

They had determined to rely entirely upon their own exertions for the supply of meat for the winter and also to obtain their fur clothing on the spot, killing the animals necessary for the material and engaging some of the local Eskimo to make up the suits. Deer would give both meat and fur, and as there was every prospect of the neighborhood affording them in plenty, as soon as the house was up and the stores packed, the majority started away in search of game.

CHAPTER IX.

Peary's Farthest North of 1905.

IN July, 1905, Commander Robert E. Peary set sail from New York on a fourth effort to reach the North Pole. On this occasion he had an admirable ship, built in Maine of the staunchest timber and thoroughly braced, the sections of it most exposed to the attacks of the ice being made especially strong. Designed for hard work in the northern seas, every effort had been made to fit it for battle with the batteries of the ice. An almost solid filling of stout timber at the bows, a heavily armored stern and strongly sheathed hull, fitted it well for its purpose, while the screw tie-rods which bound its frame together made it practically a solid mass. This vessel he called the *Roosevelt*, with the hope that it would prove as staunch and true as the President for whom it was named, and who was present to give it a hearty set off in its maiden voyage.

Through appeals in the press public-spirited men were found to provide the funds still lacking, about \$100,000, and Mr. Peary was able to set out with an ample equipment. He had caused the collier *Erik* to be sent to Greenland waters from St. John's with a cargo of coal, and the latest word from Peary was a letter from near Cape Sabine, written the middle of August. He had made this part of his voyage successfully, and from the *Erik* had taken aboard 450 tons of coal. He had also found his Eskimo friends on whom he relied for assistance in his dash for the pole, and had on board when he sent back his message, besides the *Roosevelt's* crew of twenty men, forty Eskimos, including men, women and children, and about 200 dogs. Commander Peary reported that he was about ready to sail for the North, and that the difficult part of his voyage lay just before him.

PEARY'S FARTHEST NORTH OF 1905.

Before he set out some one asked Peary what the discovery of the pole would mean. He gave with characteristic enthusiasm this answer:

"It is to open up 3,000,000 square miles of absolutely unknown regions. The race is both sentimental and moral, and if we win we will be victorious in the greatest contest ever engaged in by nations wherein there was no jealousy."

At Etah the difficulties began. The Roosevelt left there at midnight on August 16th. Almost immediately she began protracted ice bucking that would have wrecked any ordinary vessel in two days.

Twice she reached Cape Collision, twice she was ground back by the ice. Then forced eastward into a heavy channel pack, she finally struggled into loose ice on the Greenland side of Cape Calhoun. There a sudden movement in the floes forced her into a narrow niche from which she only escaped after the most severe crushing and grinding. This was only one of the many severe encounters with the ice, in one of which the back of the rudder was twisted until it was almost torn off, while at Cape Sheridan the Roosevelt was unmercifully squeezed, one blade of her propeller being torn off and the vessel lifted until the propeller showed out of the water. At last the party landed off Cape Sheridan. On October 1st they killed 100 musk oxen—just in time, for from the summit of Black Cape on October 12th they looked their last upon the sun for that season.

Late in February Peary and his men set out. Three marches brought them to Cape Hekla. On March 6th they saw the sun again. At Point Moss they were to leave the land and strike across the ice fields. They camped that night 85 degrees 12 minutes north latitude, in a dense fog. Then came an icy gale, and later snow, which lasted for six days, and observations taken at about that time showed that supporting parties which Peary had sent out were beyond all observation.

CHAPTER X.

Start of the Successful Peary Expedition.

THE departure of the Roosevelt on its last and successful voyage to the pole was made only after obstacles such as seemed to forebode defeat had been overcome. In the first place, Peary had planned to make his last dash for the pole in the summer of 1907, but the Roosevelt, which was in dry dock at Shooters Island getting her seams tightened and her propeller put into shape after the squeezing by the ice on the last trip, did not get into the water in time owing to contractors' delays. When the Roosevelt was finally in shape finances failed suddenly because of the death of Morris K. Jesup, the president and one of the leading contributors of the Peary Arctic Club.

Nothing short of \$50,000 would suffice to make complete the outfitting of the expedition, Peary believed. He only had \$25,000 in hand. Contributions came in slowly, though one of the sums was \$10,000, which was sent by Zenas Crane, of Dalton, Mass. At last, by July, the head of the expedition had all but about \$5,000 of the funds he had hoped to get and every cent of the cash had been invested in stores.

Under the hatches of the Roosevelt there was then a varied larder, of which the following is a partial summary:

Sixteen thousand pounds of flour, 1,000 pounds of coffee, 30,000 pounds of pemmican (the desiccated and compacted meat used by Arctic explorers), 10,000 pounds of sugar, 7,000 pounds of bacon, 10,000 pounds of hard bread, 400 cases of kerosene and 1,000 pounds of smoking tobacco. The stores further comprised looking glasses, silver thimbles and shot guns, which were to be the currency of the Arctic realm.

The scientists who sailed with Peary were men of note. Prof.

START OF SUCCESSFUL PEARY EXPEDITION.

Ross G. Marvin, of the civil engineering department at Cornell University, who had been with the previous Peary expedition, went along as assistant navigator. Prof. D. D. McMillan, a teacher in the Worcester Academy, and George Borup, of Yale, were the naturalists of the party. Dr. J. W. Kensell, of New Washington, Pa., was selected as the surgeon of the expedition, a position which had been filled by Dr. Cook himself in one of Peary's previous trips to the North. Captain Bob Bartlett, a Newfoundland man, had his old position as master of the steamer.

The Roosevelt left New York on July 6th and steamed up to Oyster Bay, where President Roosevelt and his family inspected her on the following day. Then the ship, with all the members of the party except Commander Peary aboard, sailed for Sydney, Nova Scotia, whither the commander himself went by rail. The Roosevelt left Sydney on July 17th and sailed to Hawkes Harbor, Labrador, where the supply tender Erik was taking on a cargo of coal and whale blubber. Thence, accompanied by the tender, the Roosevelt made north to Etah Fiord.

After Peary and the Roosevelt sailed out from the Labrador port nothing was heard from them until Etah was reached. Then through the circuitous routes of communication from the northlands came down a report to the Navy Department in Washington, dated at Etah, August 17th—the last official word that has been heard from Peary since he sailed from New York fourteen months ago. This report read in part as follows:

"I beg to report my arrival here on August 11th. Leaving Sydney July 17th, Cape York Bay was reached near midnight of July 31st. The voyage north across the Gulf of St. Lawrence was favorable, the Straits of Belle Isle were free from fog, rendering the passage easy, and favorable weather was experienced along the Labrador coast, which was followed as far as Turnavik Island, latitude 58 degrees 18 minutes north, with two intermediate stops for whale meat.

CHAPTER XI.

Bradley's Account of the Cook Expedition.

NEVER did any great human expedition set out more modestly or with less blare of trumpets and rattle of drums than that which was headed by Frederick A. Cook and John R. Bradley, and which left Gloucester for the polar regions in the summer of 1907. There was nothing to show that anything more was intended than a fair-weather excursion to the Arctic seas, with a Rooseveltian inclination to make havoc among the big game of those icy waters. If Dr. Cook had it in mind at that time to make a dash for the Pole, he kept it strictly to himself, and among the polar expeditions chronicled for that year nothing was said of this, the most momentous of them all.

Mr. Bradley, an explorer and big game hunter, said nothing of any ulterior purpose. He was, to all appearance, only concerned with the shooting of walrus and polar bears. Yet, as now appears, the great expedition was already mapped out in the minds of these co-conspirators, if one may judge from the supplies taken with them on their ship. These went vastly beyond the requirements of a hunting excursion and covered every essential needed in a search for the Pole.

Everything about the expedition was kept so quiet that the captain of the ship that bore them North did not know its purpose, though he suspected that something more than a shooting and fishing trip was in prospect from the variety and character of the supplies. Mr. Bradley says:

"I had Bob Bartlett, commander of the Roosevelt, Peary's ship, which was then lying in drydock in New York, go with me to Gloucester and look over our ship. Bob considered it as safe

BRADLEY'S ACCOUNT OF THE COOK EXPEDITION.

a ship as ever left for the Arctic. I engaged as captain his nephew, Moses Bartlett, who had been first officer on the Roosevelt. The mate was Mike Wise, and we had a first-class sailor in a young Irish boy named Kirby—as tough as nails was he.

“We left Gloucester, made a good trip without hurrying too much, and got into Melville Bay. It took us seven days to cross Melville Bay, which is one hundred and seventy miles wide, got into the ice three times, nearly lost the ship, but finally got out safe. We did not take Captain Bartlett into our confidence in the matter of our destination. He was curious and interested at times.

“‘Got enough pemmican here to feed a tribe of Eskimos,’ remarked he one day.

“‘Oh, yes,’ I answered. ‘Might need it in case we are shipwrecked.’

“‘Quite some hickory wood aboard,’ he remarked later.

“‘Quite so,’ I answered. ‘We may need it to build houses with when we get crushed in the ice.’

“‘Well,’ he answered after a moment’s thought, ‘if I didn’t know you were going on a fishing trip I would say you were going to find the Pole.’

“Well, we arrived and everything seemed to be adapted for the attempt which Dr. Cook had in mind. We went thirty-five miles above Etah at first and Dr. Cook was sent ashore. He returned to the vessel and reported that he considered the conditions ideal for his purpose. Now let me show you how he reasoned and let us see whether or not this was the harum scarum dash of a man for the Pole in a straw hat?

“First, he made a census of the natives at the point where he landed and found that there were 240 of them, as compared with 250, according to the last record, which made a decrease of only ten in twenty years. The little colony was in the pink of condition; the young men were strong and healthy. The Eskimos

CHAPTER XII.

The World Electrified by Cook's Report of Success.

WHEN, on the 1st of September, 1909, from Lerwick, the capital of the far north Shetland Islands, there flashed over land and under sea this surprising telegram:—

“Reached North Pole April 21, 1908. Discovered land far north. Return to Copenhagen by steamship Hans Egede.

“Frederick Cook.”

the world stood astounded as if it had received an electric shock. For the moment people fairly stopped breathing, deeply startled by the stupendous character of the unlooked-for news. It came upon the world like a bolt out of the blue. That this goal, which had been sought persistently for centuries, which had been attempted by well-advertised and well-equipped expeditions and had so far led only to suffering and death, should be attained in this sudden and unexpected manner, filled every one with astonishment.

Who was this Frederick Cook? What had he done to make his word worthy of credence? What reason had any one to accept his astounding statement? Was the telegram a “fake,” a falsehood manufactured to deceive the world?

Who Frederick Cook was soon appeared. His name and exploits were well known to geographers. For seventeen years he had been before the world, mainly in the work of polar research. In 1892 he had sailed with Lieutenant Peary in his first polar expedition. In 1893 he had gone north on the yacht *Leta*, and in 1894 on the steamer *Miranda*. These were but summer excursions, but he was learning the secrets of the North.

CHAPTER XIII.

Views of Scientists on Dr. Cook's Exploits.

THE surprising tidings of the discovery of the North Pole by a single white man, accompanied by two Eskimos who were looked upon as incapable of giving an intelligent account of Dr. Cook's feat, was naturally received with a variety of opinions, many of the great geographers and scientists of the world openly expressing their views. Much incredulity was expressed, notably by those who had made Arctic voyages themselves and who were not ready to believe that so great an achievement could be performed in other than the orthodox way. To throw aside all the paraphernalia of ships, equipment and companions, and to dash northward with a meagre outfit of dogs and Eskimos, living like one of these himself and making rapid progress where others had found the ice next to impassible, was scouted as incredible, and adverse opinions were freely offered without waiting for the facts, without waiting to give the explorer an opportunity to justify himself.

But while this was the case with a few critics, geographers in general freely and often enthusiastically accepted Dr. Cook's statements, and expressed themselves as fully convinced that he had done all he claimed. And an interesting and significant fact is that those who had long known Dr. Cook, those who had accompanied him on expeditions or come into contact with him as acquaintances and friends, those who had gauged his character and knew him as a man, were among the most enthusiastic of his supporters. "He is a modest, honest, trustworthy man," was the burden of their comments, "the last man in the world to attempt a stupendous hoax; a quiet, truthful man, in whose word we have every confidence."

VIEWS OF SCIENTISTS ON DR. COOK'S EXPLOIT.

As an important part of the literature of the subject, these opinions have their value. They will either lose their cogency, or gain new significance, when time and science have tested the diaries of the explorer, and it is our purpose here to give a selection from the very numerous expressions of opinion, to show how the word of the explorer was received by the world. It is well to state that the most conservative and hesitating of his critics were men like Admiral Melville and Sir George Nares, skilled polar explorers and high authorities, whose experience was of a decidedly different type from that of more recent adventurers. First we give a selection from the more favorable expressions of opinion, leaving the dissenting ones to the end of the chapter.

As the greatest incredulity centered around the question of the rapidity of Dr. Cook's progress, which some former explorers have declared to be impossible, one cannot do better than quote the opinion of the man most famous in south polar exploration.

Lieutenant Ernest H. Shackleton, who recently led an expedition to the South Polar region, said that nobody had any right to be skeptical. There was nothing in the explorer's statements but what was possible after he got within 200 miles of the Pole, and after reaching the Pole, and after getting back to solid land, there was nothing to prevent Dr. Cook living with the Eskimos until this year.

"Consequently," the Lieutenant continued, "I do not think the time it took him to return is against his statement. The question is, what distance was he actually from the Pole when he started with his Eskimos. He must have done twelve miles a day to cover the distance given in thirty-five days. No other expedition has been able to do anything near this. In the North one or two miles a day is considered good progress, but Cook must have traveled over absolutely smooth ice, which is a condition that is unique."

VIEWS OF SCIENTISTS ON DR. COOK'S EXPLOIT.

Captain Robert F. Scott, commander of the British Antarctic expedition of 1904, explaining the extraordinary rapidity of Dr. Cook's dash, said: "It may be that the new area discovered by Dr. Cook is a sheltered sea, over which he traveled. The heavy pressures of the Polar Sea may have left this sea comparatively smooth, enabling him to make his rapid progress."

One of the most notable north polar explorers, he who bore the record of the highest north before Commander Peary made a new and higher record, the Duke of the Abruzzi, was in no position to express his views, he being in the Himalaya Mountains, far beyond reach by the telegraph. Yet, despite this, we have an expression of opinion by the Duke, given in advance of Cook's exploit, and the more important and valuable in consequence.

Since his own Arctic expedition in 1900, the Duke has been keenly interested in polar exploration, and before he left for the Himalaya Mountains he expressed the opinion that Dr. Frederick A. Cook was "perhaps the man destined to accomplish this great feat, which may be the greatest achievement of the twentieth century." He based his opinion on what he had heard of Dr. Cook's former journeys and his preparations for this one.

In a letter received recently at Turin from the Duke, the royal explorer asked if anything had been heard from Dr. Cook. He said he did not believe the American was dead, and expressed the belief that he would surpass all his predecessors on the road to the Pole.

Commander Cagni, the member of the Abruzzi expedition who made the record of 86 degrees, 34 minutes north, expressed delight at Dr. Cook's feat. He said that the success of the American explorer was a triumph in which the entire civilized world could take pride.

While the Italian Geographical Society had it in view to present Dr. Cook its gold medal, M. Lemesof, librarian of the Geographical Society of France, and an authority on polar questions,

VIEWS OF SCIENTISTS ON DR. COOK'S EXPLOIT.

said that he saw nothing to doubt in the report of the expedition, especially considering the personality of Dr. Cook. "I have known the navigator," he said, "for several years. He is a man of rare energy and much experience in Arctic and Antarctic exploration. He was most capable, and, despite the slight means at his disposal, seems to have attained the goal which from time immemorial has been the great dream of all explorers who risked their lives on the polar seas."

Here is the opinion of one of the most famous of explorers, Captain Amundsen, the recent navigator of the Northwest passage, who was closely associated with Dr. Cook during the year they were frozen in the ice on the Belgica. He says:

"Dr. Cook was my partner on the Belgica expedition as physician, and all on board appreciated highly his experience and his ability. His was an uncommonly staunch, persevering and energetic personality, and I admire him.

"The possible results from Dr. Cook's achievement will have no influence on my projected expedition. I am not planning to reach the point of the Pole. My trip will be for oceanographic exploration."

Captain Amundsen characterized Cook's dash to the Pole as "the most brilliant sledge trip in the history of polar exploration."

Prof. Leceinte, director of the Observatory at Brussels, said he has not a shadow of doubt as to the correctness of Dr. Cook's assertion that he discovered the North Pole. He added:

"As a friend and fellow explorer I know him to be incapable of making a false statement. Apart from this, proof would lie in the observations taken. It was a very simple matter to calculate latitude and any slight error in longitude would correct itself at the Pole."

CHAPTER XIV.

Europe Does Honor to Dr. Cook.

SATURDAY, September 5, 1909, was a banner day in the history of Copenhagen, the capital of the little but ancient Kingdom of Denmark. On the morning of that day there glided into the harbor a small steamer, the *Hans Egede*, bearing on its deck a man who was then the most famous in the world, Dr. Frederick A. Cook, with records which were to show that he had discovered the North Pole.

A rough-looking individual he was, as unkempt as a tramp after a month's outing; a spare, lean, wiry figure, with mulatto complexion, he was dressed in a rusty suit of black canvas, which he had long worn under his furs; a sorry old pair of moccasins shod his feet, and a well-worn black cloth cap covered his long, uncombed hair, which hung thickly below his ears, while the rough stubble of many a day's growth covered his cheeks and chin. Such a luxury as a shave he had not enjoyed for two years, the overgrowth of his beard being kept down by sawing it off with a knife blade.

Such was the man who was received with as much honor as if he had been a visiting prince by the Danish Minister of Commerce and Commander Hovgaard, captain of the royal yacht *Dannebrog*, who came as the representative of King Frederick to receive the ragged visitor. Meanwhile, gay bunting decorated the steamer, while the air was shivered with the blast of steam whistles, by the shrieks of sirens of factories along the bank, and by the yells of the awaiting multitude of strong-lunged Danes.

CHAPTER XVI.

Terrors and Mysteries of the Polar Regions.

THE search for the Poles, the daring venture into the realm of eternal ice, has long been looked upon as the acme of romantic adventure. Terrors surround it and marvels loom up in its frozen depths; terrors which have only slowly been dispelled; marvels which had held men's minds captive for ages and are only now being replaced by new-found facts.

Hardihood and indomitable courage must be the possession of those who dare the perils of this long mysterious realm, and it is only by the exercise of these qualities that it has, step by step, been added to the world of the known, the last great exploits in this field, which have gone far to unlock the secrets of the Poles, being those of Peary, Cook and Shackleton.

Full of pluck and daring are all the records of Polar exploration, and, in addition to that attraction, there is something else about the subject which fascinates and holds the imagination. There has long been a mystery about the cold, white, silent region; the mystery of an unsolved problem, the mystery of being one of the few spots on the world's surface where the foot of adventurous man had never trodden. Everywhere else man has gone; everywhere else men have subdued Nature and wrested her close-kept secrets from her; everywhere save the Poles, and almost as we write man has conquered one of these and closely approached the other. The mystery of the past is becoming a mystery no more.

It is no modern idea, this search for the North Pole. King Alfred the Great is credited with having sent expeditions towards it, and long before his day men had sailed as far as they could to

CHAPTER XVII.

Early Adventurers in the Realm of Perpetual Ice.

ARCTIC exploration has had a double purpose, one commercial, the other geographical. The first consisted in efforts to find an available water route north of America or of Europe and Asia, by which the long journey around the southern capes of America and Africa might be avoided and easy intercourse between the East and the West be attained. These long-sought-for channels were known as the Northwest and the Northeast Passages. They have been discovered only in our own days, and their hoped-for commercial utility has proved a false hope.

The second consisted in efforts to reach the North Pole, and, as supplementary to this supreme triumph, to gain a general idea of the geography of the polar regions. Both these purposes have led to adventurous voyages, and many important results have been attained, while the romantic and perilous incidents involved have been innumerable.

It may be said here that the earliest voyages of modern navigators in this direction had no definite purposes. What they did was the work of chance. Yet as they resulted in the discovery and settlement of Greenland—the ice-clad island which forms the American gateway to the Pole—some brief mention of them seems here in place.

The voyagers here referred to were the hardy and daring Norsemen, the Viking adventurers who for so many years kept Europe in dread and turmoil. Direct descendants of these bold navigators are Nansen, one of the leaders in polar research, and Andree, who daringly ventured in a balloon into the unknown North. These men are of the type of the Vikings of old, who in their single-masted, many-oared galleys dared the storms of

EARLY ADVENTURERS IN THE REALM OF PERPETUAL ICE.

the Atlantic, sailing without compass or chart many leagues into the trackless seas.

In the year 860 Noddoddr, one of these reckless mariners, ventured so far from land that he was caught in a gale and blown on the shores of an island in the northern seas, which, from its frozen aspect, he named Iceland. This discovery, more than a thousand years ago, was the first made by European navigators in the Arctic waters. The next came in 876, more than a century later, when a second Viking sailor, driven beyond Iceland by a storm, saw in the distance the coast of an unknown land.

Though this discovery was reported to his countrymen, more than a century again elapsed before an expedition was made to the land thus seen. Then, about the year 981, Eric the Red, outlawed in Iceland for the very ordinary offense of killing one of his foes, took to the seas and sailed west in search of this untrodden shore. He reached it in due time, discovering a new ice-clad country, which he named Greenland as an inducement to his countrymen to settle there. The settlement made by Eric existed for some five centuries, and was the basis of the first discovery of America. The continent was first seen in 985 by a vessel blown out of its course by a gale, and in 1000 it was visited by Leif, son of Eric the Red, at a place named by him Vineland (wine-land).

This discovery of Greenland is of much interest, since the Danish settlements in that island have been very useful as the basis of modern explorations. The early Norse settlement was abandoned about the period of the discovery of America by Columbus, it being decimated by the "black plague" and troubled by marauders. But about a century later the island was revisited by Captain John Davis and was claimed by Denmark. The present Danish settlements were founded in 1721, the most northerly station (72 degrees 48 minutes north latitude), being Upernavik, a name of frequent occurrence in the stories of Arctic voyages.

CHAPTER XX.

The First Two Franklin Expeditions.

JOHN FRANKLIN, the afterwards famous Sir John Franklin, was born at Spilsby, in Lincolnshire, England, in 1786, one of a family of ten. His father intended him for the clergy, but as the boy grew older his disposition seemed to unfit him decidedly for this profession. He was a restless lad, with the spirit of the rover born in him, and manifested early in life a strong predilection for the sea, Admiral Nelson being the idol of his heart, while he read with avidity all the books he could obtain dealing with sea life and adventure.

Living not far from the coast, the scent of salt water filled his nostrils, and the sight of the open sea was familiar to his eyes.

These influences and the romantic yarns spun to him by any old sailor he chanced upon exerted over him the spell which was to mould his later life. The long stretch of moving water, which rolled between him and the skyline, was the home of all that was wonderful and glorious; the ships which sailed over it were, to his enthusiastic mind, floating homes of mystery, adventure, and beauty. Beyond the sea lay the lands where the coco-palms grew, where Indians hunted and fought, and where roamed mighty beasts of strange and fantastic shapes. Over the sea, also, lay the realms of ice and snow, of which more marvelous tales were told than of the golden islands of the Southern Seas. As a result a great yearning came upon him. The life on shore, in peaceful, steady-going Lincolnshire, was too dreary and hopeless; nowhere could he be happy save on that boundless ocean, with room to breathe, and surrounded by all the glamor of romance.

THE FIRST TWO FRANKLIN EXPEDITIONS.

The elder Franklin probably looked upon all this as a boyish whim, and wisely fancied that the best way to cure it would be to let the ardent lad have a taste of a sailor's life, thinking that the rough fare and hard work which it involved would cure him of his desire and make him welcome the quiet career proposed for him. He therefore arranged for him to make a voyage in a trading vessel to Lisbon and back. His scheme had not the desired result. The boy came back fuller of the desire to be a sailor than before. As a consequence his father obtained a place for him in the Royal Navy, and he had the happiness to serve under his supreme hero Nelson, at the battle of Copenhagen.

Franklin's first Arctic experience came in 1818, when he had reached the rank of lieutenant and was second in command of an expedition sent out to find a way through Behring's Straits. Two vessels formed the expedition—the *Dorothea*, 370 tons, under Captain Buchan, and the *Trent*, 250 tons, under Lieutenant Franklin, the latter carrying a crew of ten officers and twenty-eight men. Their instructions were to sail due north, from a point between Greenland and Spitzbergen, making their way, if possible, through Behring's Straits. The ships, which would today only rank as small coasting craft, were soon imprisoned in the ice and so severely crushed that as soon as the winter passed and escape was possible they were turned towards home. The practical results of the expedition were valueless, and only one circumstance in connection with it saved it from being a failure. This was the introduction of Franklin to that sphere of work which, during the remainder of his life, he was so brilliantly to adorn.

CHAPTER XXIV.

Hayes, Hall and other Hardy Adventurers.

IN 1860 began another of the American expeditions to the Pole, under the command of Dr. Isaac I. Hayes, who had accompanied the Kane expedition as surgeon, had discovered Grinnell Land in 1855, and had traversed the icy seas to a latitude beyond 80 degrees. On the 6th of July, 1860, he set sail again on another expedition, in which he hoped to pass the ice-belt in Smith Sound and reach the open polar sea—many then believing that the sea about the North Pole was not frozen. He was accompanied by Messrs. Sonntag and Radcliffe as astronomer and assistant astronomer, and by a crew of twelve officers and men.

On the 30th of July they crossed the Arctic Circle, and on the 2d day of August, as they lay becalmed off the Greenland coast, they beheld a scene which Dr. Hays describes for us in the following glowing language:

“It seemed as if we had been drawn by some unseen hand into a land of enchantment. Here was the Valhalla of the sturdy Vikings, here the city of the sungod Freya; Alfheim, with its elfin curves, and Glitner, more brilliant than the sun, the home of the happy; and there, piercing the clouds, was Himnborg, the celestial mount.”

His eloquent diary gives further details of the scene before his enraptured eyes. His description is well worth reproducing, as a pen-picture of the beauty often to be seen in the northern seas:

“The air was almost as warm as that of a southern summer

CHAPTER XXVII.

The Sufferings and Relief of the Heroic Greely.

TERRIBLE suffering has been the fate of many daring navigators of the polar seas, and in this respect none had a more frightful record than Lieutenant Adolphus W. Greely, of the United States Army, who was sent North by the United States Government in 1881, in pursuance of a plan of international Arctic observation and research then adopted. The fatal end of the expedition to nearly all concerned, and the rescue of the few survivors when at the point of death from starvation, is one of the most dramatic stories in the annals of adventure. The heroic Greely still survives in active duty after an experience which few could have gone through and lived.

Of the international stations in question, the United States established two, one under Lieutenant Ray, at Ooglaamie, near Point Barrow, Alaska; the other under Lieutenant Greely, near Lady Franklin Bay, in the Greenland seas. The former had no adventures worth recording. The latter had one of the most terrible experiences known in Arctic annals. The object of these expeditions was to make explorations, collect natural history specimens, and take magnetic and other observations, in accordance with a plan adopted by an international conference on this subject. It was in exploration that the expedition was especially successful, it reaching the latitude of 83 degrees, 23 minutes, 8 seconds N., the highest to that time attained.

Greely's companions were three officers and twenty-one men from the United States Army. Proceeding north in the steamer *Proteus*, they took on board two Eskimos and a number of dogs at Upernavik. Landing at Discovery Bay, in Grinnell Land, a

CHAPTER XXVIII.

Nansen's Memorable Voyage in the Fram.

THE cruise of the *Jeannette*, of which we have elsewhere spoken, had one unexpected result. It was the inspiring cause of one of the most memorable of polar voyages. This arose from the fact that relics from the lost ship were found in 1884 frozen in floating ice off the coast of Greenland. This led to much discussion among geographers and the belief arose that a strong and steady current flowed along the course over which the *Jeannette* had drifted and along that afterwards taken by the floating relics.

Here was something worth proving. A theory is of no value until it is demonstrated. As the belief that the world is round was not proved until the adventurer Columbus undertook to demonstrate it, so the theory in question remained an academic opinion until a man was found willing to test its accuracy. The man appeared in the hardy Norwegian, Fridtjof Nansen.

Nansen was by no means a beginner in Arctic work. He had already made a daring journey across Greenland, he being the first man to cross its frozen interior. This was done in 1888, he starting in at a point on the east coast of Southern Greenland and emerging at a point on the west coast, having traversed the great central ice-field of the island.

As a student of Arctic phenomena, he became firmly convinced of the existence of a drift current across the polar region and grew eager to demonstrate it. It seemed to him that if a vessel were built of sufficient strength to withstand the pressure of the winter ice, and provisioned for a sufficiently long period, there was every chance of its drifting along the entire course of the current, perhaps to within a measurable distance of the Pole,

NANSEN'S MEMORABLE VOYAGE IN THE FRAM.

and certainly well within that region which had hitherto been unexplored. The area affected by the current would have to be entered as near the outside edge as possible, so as to participate in the full sweep of its curve, and, in order to avoid the terrible crushing pressure of the winter ice, the vessel would have to be so built as to enable it to slip upwards from the ice, when the pressure became too severe, and rest on the top.

His views, when published, did not meet the support he hoped for. Some of the veterans in polar research argued that it was impossible to build a ship that could withstand the terrible pressure of the northern ice-fields. But Nansen was not discouraged and he found a shipbuilder willing to build such a vessel as he desired, while the Norwegian government voted a sum of over \$55,000 towards the expense. Other support was obtained, and the building of the *Fram*, as the proposed vessel was called, was at once begun.

She was built of wood and of tremendous strength, her beams and sides being of the utmost thickness, while on the outside of the hull not a single angle was allowed to remain. Every projection was carefully rounded off and smoothed, so that there should not be as much as half an inch protruding and capable of affording the ice a holding place. Even the keel was sacrificed to the general idea of avoiding possible holding places for the ice. The lines of the ship were necessarily different from those of the ordinary vessel. Her sides bulged outwards and the stern and stem sloped away, so that whichever way the ice exerted the pressure, the *Fram* would present a smooth surface to the ice, inclined in such a way that the tendency of the ice would be to get under it and so lift the vessel up. This did not improve her qualities as a sea boat, and the way in which she pitched, plunged, and rolled, whenever she came into a moving sea, tried the seafaring capacities of every one on board.

She was fitted with engines and a screw, and was rigged as

CHAPTER XXIX.

Andree's Fatal Flight Northward in a Balloon.

THE recent attempts of Walter Wellman to reach the pole in a balloon and the projected flight poleward by Count Zeppelin in a dirigible airship have not been the first ventures and projects in this direction. The fact that the air, if it could be traversed in safety for the necessary distance, offered a field in which all the perils and delays of ice-navigation could be avoided, and the great journey could be completed, if at all, in days or weeks instead of years, and with a minimum of suffering and hardship, appealed to others before those named.

To maintain the feasibility of such an excursion, however, was one thing; to attempt it was another. In the degree of development of navigation of the air up to the end of the last century such an enterprise did not appeal to the judgment of the cautious. Yet a Columbus is rarely wanting when a new continent is to be discovered or a great feat of any kind to be performed, and the Columbus in this instance was S. A. Andrée, a Swedish engineer, who set out in the summer of 1897 on a singular and daring enterprise, one which, despite its promise, was filled with perilous elements and threatened by all the terrors of the unknown.

M. Andrée was an engineer in the Patent Office of Sweden, and an aeronaut of much experience, he having made many striking ascents, in one of which he crossed the Baltic in a small balloon. The balloon intended for his purpose in the great adventure in question was constructed at Paris under his constant superintendence, the expense of the enterprise—about \$36,000—

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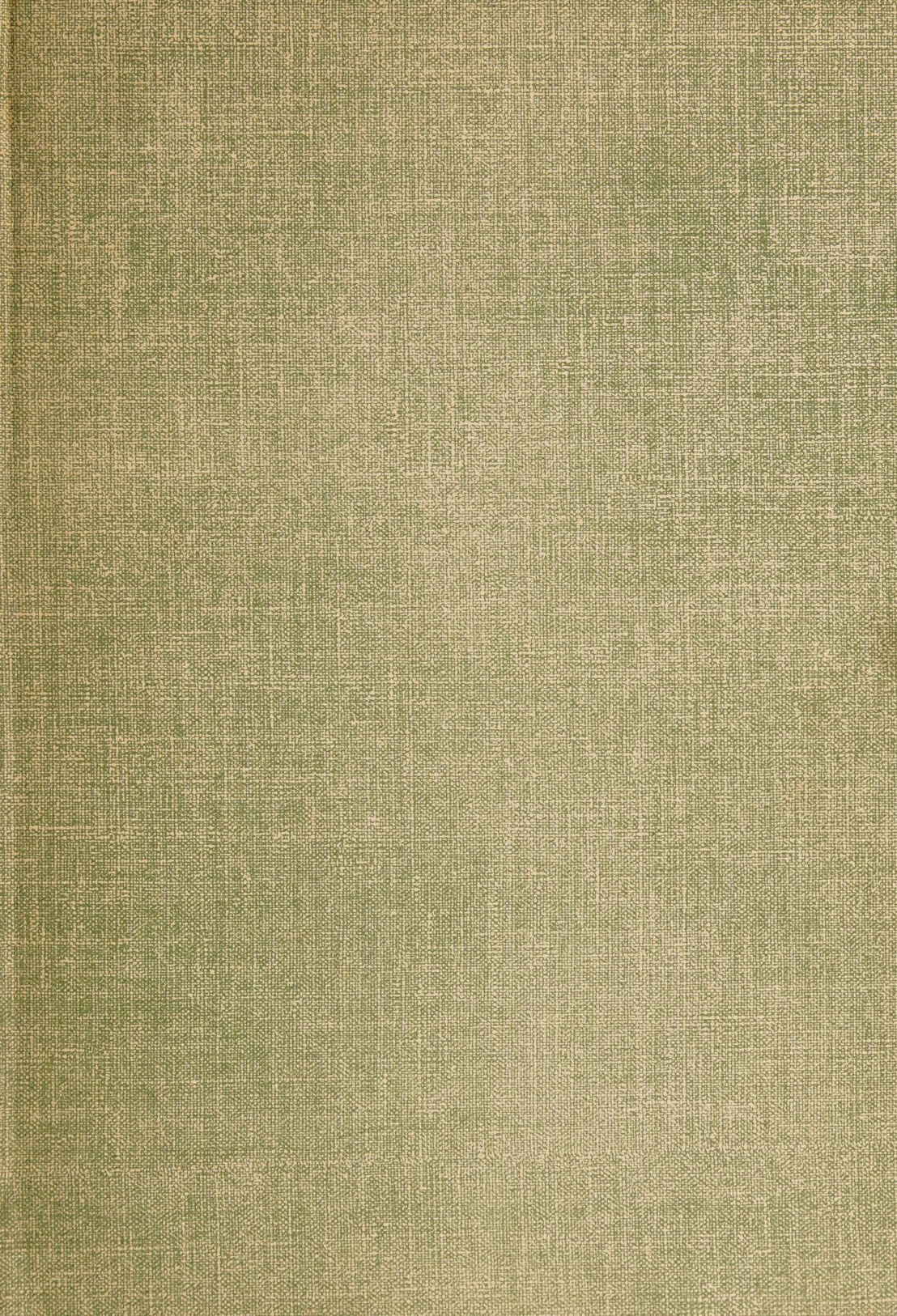
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